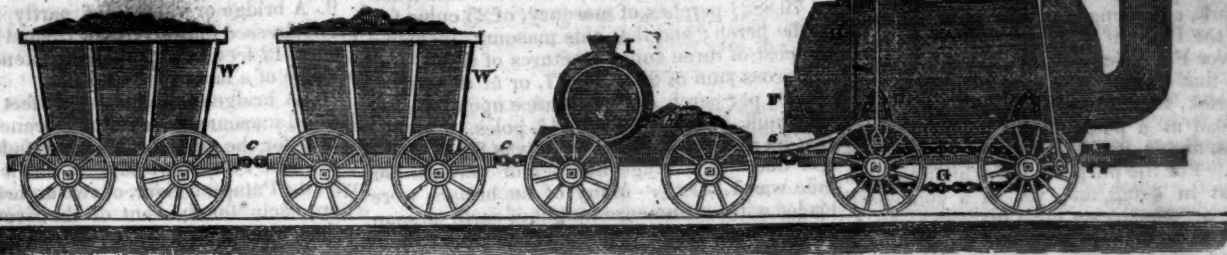


A M E R I C A N



RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

OFFICE, 35 WALL-STREET.

NEW-YORK, NOVEMBER 24, 1832.

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CONTENTS.

Editorial Notices; On the Roads of this Country, &c. 753
Third Annual Report of the Superintendent of Graduation and Masonry of the Balt. & Ohio Railroad. 754-5
On M'Adamizing Roads. 756
Project of Steam-ships, to cross the Atlantic. 756-7
Agriculture, &c.—The Cauliflower; On Spring Crops, Summer Fallows, and Red Root; Farriery. 758
On Agriculture, &c. 759
Summary. 760-1
Literary Notices. 761-2-3
Foreign Intelligence. 763-4
Miscellany—The Works of Lord Byron, vol. x. 764-6
Visit to Sir W. Scott, with a plan of his residence. 766-7
Marriages & Deaths, &c. 768

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, NOVEMBER 24, 1832.

The following extract from a letter, upon the subject of the roads of our country, is from a gentleman whose opportunities for observation have been ample, and we hope he will favor us occasionally with other communications upon the same subject:

PHILADELPHIA, Sept. 8, 1832.

I am very much gratified to learn that your excellent Journal meets with sufficient encouragement to insure its continuance. It would be a lamentable circumstance, that a work of this description should fail for want of support. The extension of your plan, to embrace all matters relating to internal communication, must be very acceptable to your readers.

I am rejoiced that the subject of Turnpikes attracts so much of your attention. No species of improvement is more important than this, and I regret to say, the roads of this country are in a most disgraceful condition. There is some excuse for this in the interior, but really it is unpardonable that the Turnpikes leading to Baltimore, Philadelphia, and New-York, where there is an abundance of wealth and intelligence,—should be in the state they are. I have passed the last two years in England, and the badness of our roads strikes me more forcibly by comparison. The great errors we commit are as follows:—1. *Too much convexity*; the roads ought to have no more rise from the sides to the crown than merely sufficient to carry off the surface water. 2. *A deficiency of under-drainage*. 3. The metal used ought to be granite, hornblende, flint, hard limestone, and other kinds of hard stone; they should be broken much smaller, and all the stone ought to be nearly the same size: there ought to be no

large stone below as a foundation, and small ones on the top, for the small ones will inevitably be driven below and the large ones will protrude. We put too much metal on at one time, 2½ or 3 inches deep at one time is quite enough, then travelling ought to be allowed to settle it before any more stone is put on. Nine inches of metal, provided it be of hard material, is ample; whereas, in some of the abominable Turnpikes near Philadelphia, frequently from 14 to 18 and 20 inches are used. If we would adopt a better system of Road-making, we could have fully as good Roads as are found in Great Britain and Sweden, at not greater expense than our present disgraceful Roads cost us. I have seen Locomotives on Turnpikes, but it is totally out of the question that they can be used on our Turnpikes.

We continue our extracts from Mr. M'Adam's book on Road Making; and we wish more of those Editors with whom we exchange, would refer to it occasionally.—It is certainly a subject of importance to a large portion of our community, and it cannot, in our opinion, be agitated too soon. If they will copy, we will furnish the latest and most authentic information in relation to it.

BALTIMORE AND OHIO RAILROAD.—A part of the Report of C. W. WEVER, Esq. Superintendent of Graduation and Masonry on the B. and O. R. R., will be found in our columns to-day. The remainder, which consists of tabular statements, showing the number and length of each division and section, the amount of excavation and embankment, in cubic yards, and perches of masonry, with their cost, on each section thro' the whole line, together with remarks accompanying, will be given in our next.—We consider this a very important and valuable document to be laid before the Railroad community, and to be put on file, at this time, as it may be of much use to engineers and contractors, in making estimates and taking jobs.

The expenditures in this department have been \$1,193,774.79½, all of which has been accounted for, without loss, which we deem highly creditable to the superintendent, as well as to his assistants.—It speaks highly in favor of their energy of character, and business habits; and it will, undoubtedly, with their other quali-

fications, of which they have the most ample testimonials, be the means of their finding eligible and lucrative situations upon other Railroads during the temporary (we hope) cessation of operations on their own great work.

STEAM PACKET SHIPS TO CROSS THE ATLANTIC.—We would call the attention of our readers to the communication of "a Passenger" in this number of the Journal, upon the subject of Steam Packets to cross the Atlantic. Of the importance of such a measure, for the safety, expedition and convenience of the thousands who now, and the tens of thousands who would then, cross the Atlantic we need not speak, for it is too evident to require a word—yet, to effect an object so desirable and so important, some persons of science and enterprise must step forward and call attention to it—we would therefore solicit further communications from Gentlemen of experience who may take an interest in, or have a desire to promote so great an enterprise.

JOHN HOWARD PAYNE.—The friends of Literature and the Drama, who proposed to pay their countryman, JOHN HOWARD PAYNE, a compliment, on his return to his native city, have completed their arrangements—for giving him a benefit at the Park Theatre on the 29th inst. There will probably be a greater attraction than has ever before been offered at this or any other American Theatre. Amongst those who have so obligingly volunteered their services on this occasion, in addition to the Park Company, are Miss Kemble, Miss Rock, Mr. Kemble, Mr. Forrest, Mr. Hamblin, and Mr. Scott. The Plays designated for the entertainments of the evening are *Brutus*, *Katharine* and *Petruchio*, and *Charles the Second*. Miss Kemble as *Katharine*, Mr. Kemble as *Petruchio*, and Mr. Forrest as *Brutus*, with the other distinguished performers in other parts, cannot fail to attract an overflowing house,—indeed, nearly one-half of the seats are already taken.

Tickets may be had, and seats secured, at this office; and at the offices of the Mirror, Standard, and Mercantile Advertiser.

Third Annual Report of the Superintendent of Graduation and Masonry, of the Baltimore and Ohio Railroad Company.

Office of the Superintendent of Graduation and Masonry,
Frederick, October 1st, 1892.

To Philip E. Thomas, Esq. President &c.

Sir,—I have the gratification to state that, since the date of my last annual report, the graduation and masonry confided to my superintendancy has been entirely finished as far as I have been authorised to place it under contract; and I now present a statement of its actual cost upon the first grand division of this great work, extending from the City of Baltimore to the Point of Rocks, on the right bank of the river Potomac, a distance of 67½ miles, and also that on the Lateral Branch to the City of Frederick, which deflects from the main line of the road at a point distant from Baltimore 56½ miles, and is, itself, in length a little over 3½ miles. For the purpose of exhibiting this somewhat in detail, and yet in a condensed form, the accompanying table marked I. No. 1, has been prepared. In previous reports, the names of contractors and the prices of the different kinds of work undertaken by them, respectively, were brought to view and are therefore now omitted.—This table exhibits the length of the sections of the several divisions, and their cost for graduation and masonry, separately, and aggregated, also the entire cost of each of these parts of road-bed formation from the beginning of the line to the end of every section, both singly and jointly.—To this table there is appended a Recapitulation by Divisions.

GRADUATION.—The graduation of the whole line, the Lateral Branch to Frederick inclusive, was contracted and paid for by the cubic yard of excavation or embankment, as the one or the other was the greater in quantity, excepting that part of the first division from the 13th to the 25th section, both inclusive, and the whole of the second division. These parts were contracted for by the pole running measure, but their contents in cubic yards have been correctly estimated. By the table submitted, it is shown that the whole distance graduated, exclusive of the Road between the Depot on Pratt street and the City Block, is 71 miles 9 ¹⁰/₁₆ poles; and that the whole cost has been \$804,142.90, or at the rate of \$11,321.38 per mile; that the number of cubic yards actually handled has been 2,510,713, and cost at the average rate of 32 ³/₁₆ cents a yard. This sum includes not only the cost of the excavation and transportation of the earth, and rock of every description, but also all the grubbing, clearing, and side drains. When this fact is considered, and when it is also recollected that a considerable portion of the work was done by night; that almost the whole of it was pressed forward with a rapidity seldom equalled, but very prejudicial to economy,—that about half of the line passed through wood-land,—and that a third part, perhaps, of the excavation was of rock, and much of that of the hardest kind,—that a large portion of the earth was transported long distances, in many instances half, and in some cases three quarters of a mile,—it cannot but be conceded by those at all conversant with such operations, that the work has been cheaply executed. It might be added that, almost all of the embankments were formed of successive thin strata of earth, a measure which, whilst it gave firmness and stability to the work, was nevertheless calculated to enhance its cost.

An inspection of this table will show that the first 15½ miles, which end at a point a short distance east of the dam across the Patapsco river, belonging to the Union Manufacturing Company, cost for graduation, as much as the remaining 55½ miles; and that the cost of those 15½ miles has been at the rate of \$25,837, or very nearly twenty-six thousand dollars a mile; and that of the next 55½ miles has been only \$7,233, or but a little over seven thousand dollars a mile.

That the graduation of the first six miles, terminating at the 2d crossing of the Washington Turnpike Road, cost at the rate of \$48,580

a mile, whilst that on the remaining sixty-five miles cost at the rate of only \$7,885 a mile;—or the former distance cost per mile upwards of six times as much as the latter.

That the graduation between Baltimore and Ellicott's mills, a distance of 13 miles, has cost at the rate of \$29,193.92 a mile, and that the remaining 58 miles, including the Lateral Road to Frederick, cost at the rate of only \$7,290.56.

MASONRY.—Table I. No. 1, shows that on the whole line of the road, the Lateral Branch to Frederick inclusive, there have been constructed 79,882½ perches of masonry, of 25 cubic feet to the perch; and that this masonry, including the cost of three superstructures of wood, cost the gross sum of \$318,367.77, or at the rate of \$3.98½ per perch. The distance upon which it was built being 71 miles, 9 ¹⁰/₁₆ poles, it results that its average cost per mile was \$4,482.24—and that the average number of perches per mile was 1,124 ²⁴/₁₆. Many of the bridges were loaded with an immense weight of earth as soon as they were built. Upon some of them there have been formed embankments of from 15 to 37 feet in height. It was essentially necessary, then, that such should be constructed of masonry of the very strongest and most substantial character. When this fact is known, and it is also considered that nearly all of the masonry was put up with great rapidity, and consequently at increased cost,—that some of it is of dressed work,—that the arches of the bridges are formed in almost every instance of stone cut so as to conform to the radii of the circle of which the arch is a segment,—that the stone in some cases, and in large quantities, were transported from four to nine miles,—that the timber in the large structure over the Monocacy was procured on the Susquehanna river, and land, borne forty-eight miles,—and that the foundations of several of the bridges were very difficult and expensive of excavation,—the cost of \$3.98½ a perch, inclusive of the wooden superstructures, will be regarded as very moderate, and may be compared advantageously, perhaps, with that of the masonry on other public work in this country.

An examination of the Table I, (No. 1,) will show that the masonry on the first 8½ miles of the line cost nearly \$7000 more than that on the remaining 62½ miles;

That those 8½ miles cost for masonry at the average rate of \$18,563.38 a mile, whilst the remaining 62½ miles cost only at the rate of \$2,505.03 a mile.

That on those 8½ miles there were built 29,955½ perches, which cost per perch \$5.42 ¹⁰/₁₆, and that on the remaining 62½ miles there were constructed 49,927½ perches, which cost at the average rate of only \$3.12 ³/₁₆ a perch.

That the masonry on the first 6 miles cost at the rate of \$24,217 a mile, and at the rate of \$5.61 a perch, whilst that on the next 65 miles cost at the rate of only \$2,666 a mile, and \$3.20 a perch, although in the latter is included the cost of three superstructures of wood, thus showing that the cost of the former per mile has been upwards of nine times that of the latter.

That the masonry on that part of the road between Baltimore and Ellicott's mills, 13 miles, cost at the rate of \$17,160.64 a mile, and per perch \$4.74 ³/₁₆, whilst that on the remaining 58 miles, including the lateral branch to Frederick, cost at the rate of only \$1,622.72 a mile, or per perch \$2.88 ⁶/₁₆.

On the whole line of road there have been erected the following described bridges and viaducts, which are numbered from east to west:

1. A bridge of rough masonry over Gwynn's run, of one arch of 20 feet chord, which supports a heavy embankment.

2. The Carrollton bridge of dressed masonry over Gwynn's Falls, of two arches, one of 80 ft. 3 inches, the other of 20 feet.

3. A bridge of rough masonry over Roberts' run, of one arch of 20 feet chord, which supports an embankment of upwards of 30 feet in height.

4. A viaduct of rough masonry over Mr. Warfield's road, of one arch of 14 feet chord.

5. A bridge of rough masonry, of one arch of 25 feet chord, over Gadsby's run, which supports an embankment 37 feet high.

6. A bridge of rough masonry, of 10 ft. span, over Smith's branch.

7. A bridge or viaduct over Dorsey's run, of dressed masonry, of one arch of 15 feet chord, intended to pass a farm road under it.

8. A bridge or viaduct of partly rough and partly dressed masonry, of one arch of 12 feet chord, over Ellicott's branch, intended also for the passage under it of a farm road.

9. A bridge or viaduct of partly rough and partly dressed masonry, over Dismal run, of one arch of 12 feet chord, likewise intended for the passage of a farm road under it.

10. A bridge or viaduct of 20 feet chord, of dressed masonry, over Caton's branch; also intended for the passage of a road under it.

11. The Paterson bridge of rustic masonry, over the Patapsco river, of two arches of 55 feet chord each, for the vent of the river, and two arches, one on each side of the stream, of 20 feet span each, to pass county roads through.

12. The Oliver viaduct over the Frederick turnpike, at Ellicott's Mills, of rustic masonry, of two arches of 20 feet chord each, for the road, and one arch also of 20 feet, to vent Ellicott's branch.

13. A bridge of roughly hammered work over a branch opposite the Union Factory, of one arch of 20 feet.

14. A viaduct of rough masonry over the road leading to Judge Dorsey's old mills, of one arch of 12 feet chord.

15. A bridge of rough masonry over Brown's run, of one arch of 12 feet chord.

16. A bridge of rough masonry over Davis's run, of one arch of 14 feet chord.

17. A bridge over Marriott's branch, of rough masonry, of one arch of 14 feet chord.

18. A bridge at Marriottsville, of rough masonry, over Howard's branch, of one arch of 12 feet chord.

19. A bridge of rough masonry, of 40 feet chord, over the west fork of the Patapsco.

20. A bridge of rough masonry over Piney run, of 20 feet chord.

21. A bridge over Gillie's falls, of rough masonry, of 25 feet chord.

22. A viaduct over the Frederick turnpike road, between inclined planes Nos. 1 and 2, of rough masonry, with one arch of 20 feet chord, for the passage of said road—and one arch of 10 feet chord, to vent a small stream.

23. A bridge of rough masonry, in Roderick Dorsey's mill pond, of one arch of 12 feet, to vent the stream, a branch of Bush creek, which operates his mill.

24. A viaduct of wood, near the head of inclined plane No. 4, only rendered necessary by Robert Dorsey's injunction—about 80 feet span.

25. A bridge of rough masonry over a small branch near the foot of inclined plane No. 4, of one arch of 10 feet chord.

26. A viaduct over M'Elfresh's road, of stone abutments of rough masonry, and superstructure of wood—12 feet span.

27. A bridge of rough masonry over Bush creek, of one arch of 25 feet chord.

28. A bridge of rough masonry over New-Market branch, of one arch of 12 feet chord.

29. A bridge of rough masonry over Shipley's run, of one arch of 12 feet chord.

30. A bridge of rough masonry over Hall's run, of one arch of 10 feet chord.

31. A bridge over the Monocacy river, abutments and piers of rough masonry, and superstructure of wood, of three arches of 110 feet each—whole length of bridge, 350 feet. Roadway over it is elevated, above low water 37 feet.

32. A viaduct for the passage of the Georgetown and Frederick Turnpike Road, over the Railroad, the abutments of rough masonry, and the superstructure of wood, of one span of 20 ft.

33. A bridge of rough masonry over Ballinger's creek, of one arch of 30 feet chord.

34. A bridge of rough masonry over Tuscarora creek, on Carroll's manor, of one arch of 20 feet chord.

35. A bridge over the Flag-pond branch of the Tuscarora, of one arch of 10 feet chord.

Of these bridges and viaducts, from No. 1 to 12, both inclusive, are on the First Division—from 13 to 17 inclusive, are on the Second—from 18 to 22 inclusive, are on the Third—from 23 to 31 inclusive, are on the Fourth—from 32 to 35 inclusive, are on the Fifth Division.

Besides these bridges, there have been built a very large number of gothic and square culverts, and a few detached walls.

It is highly charitable to the contractors and officers of the Company, that I am warranted in stating, that not a single instance has occurred of one of those bridges or viaducts proving defective. It has, in a few cases, been deemed expedient as a measure of prevention against possible casualty, to construct additional buttresses; and more effectually to secure their foundations, to introduce inverted arches.

GRADUATION AND MASONRY.—Table I. No. 1, shows the total cost of the graduation and masonry on the main line and Lateral Branch to Frederick, to have been \$1,122,510:67—the total distance being 71 miles and 9¹¹/₁₆ poles, it results that the cost per mile was \$15,803:52. It is further shown by this table,

That the first 11 miles of this distance, commencing at Pratt-street, Baltimore, and terminating at a point opposite the Thistle Cotton Factory, has cost \$44,000 more than the next 60 miles;

That whilst the first 11 miles cost for graduation and masonry at the average rate of \$53,000 a mile, the next 60 miles cost at the average rate of only \$8,985;

That the graduation and masonry on the first six miles of the road, which extend from Pratt-street to the 2d crossing of the Washington Turnpike Road, cost at the rate of \$72,797 a mile, whilst that on the next sixty-five miles cost at the rate of only \$10,546 a mile, thus showing that the first six miles cost, per mile, very nearly seven times as much as the next sixty-five miles;

That the cost of that part of the line between Baltimore and Ellicotts' mills, 13 miles, cost for graduation and masonry \$605,912:59, whilst that on the next 58 miles cost but \$516,598:08, thus showing that those 13 miles cost \$89,314 51 more than the last 58 miles, and

That the first 13 cost at the rate of \$46,354:56 a mile, whilst the last 58 cost at the average rate of only \$8,913:38 per mile.

The causes of the immense difference in the cost of the work on different parts of the line have, in former reports to the Board, been so fully stated, that there is no necessity of again referring to them. They arose from the highly unfavorable topography of the ground over which the road was located, and the unavoidable expense of procuring the materials for the construction of the large, and for that distance, numerous bridges that were required.

By comparing the whole cost as now presented, viz:—\$1,122,510:67, with the estimate furnished with my last report, viz: \$1,101,615 25¹/₂, it will be seen that the actual, has exceeded the estimated cost the sum of \$20,895:41³/₄. This excess of expense of graduation and masonry above the estimate, which was founded upon the contract prices, has been wholly occasioned by the Board of Directors having instructed me to pay extra prices to several of the contractors, in consequence of the occurrence of unforeseen and unexpected difficulties, against which no foresight could have guarded.

The following abstract or tariff of rates of cost, furnishes a comparative view of the expense of graduation and masonry of each division, and of the Lateral Road, and also of the whole of the first grand Division of the Road, including the Lateral Road, by the cubic yard of earth actually handled,—by the perch of masonry actually built,—as well as the cost per mile of graduation and masonry, separately and jointly, of each subdivision, and of the whole line. It is to be recollected that the quantum of earth handled on thirteen sections of the First Division, viz: from the 13th to the 25th, both inclu-

sive, and on the whole of the second division, is taken from estimate, and the balance from measurement:—

Division.	City	First	Second	Third	Fourth	Fifth	Lateral Road	Whole Line
	29	32	29	30	31	31	44	32
	17	17	17	17	17	17	17	17
	18,996:16	30,366:08	7,653:44	6,599:04	7,536:00	7,118:40	9,075:20	11,321:38
	6:10:4	4:61:8	2:29:6	2:40:9	3:60:9	3:36:9	1:55:5	3:98:5
	17,124:16	17,165:12	2,471:04	1,098:12	2,291:20	1,092:80	273:60	4,482:24
	36,120:32	47,531:20	10,124:48	7,692:16	9,827:20	8,211:20	9,348:80	15,803:52
	Average cost per cubic yard, in cts.	Average cost per mile, in dollars and cents.	Average cost per perch of 25 c. feet, in dols. cts. mills.	Average cost per mile, in dollars and cents.	Average cost per mile, in dollars and cents.			

In the cost of the masonry of the 4th Division, is included the expense of a viaduct of wood on the 7th section over a farm road; and also that of the extensive and substantial superstructure over the Monocacy river, on the 26th section. If a proper deduction be made for the cost of those structures, the cost of the actual masonry will have been per perch \$2:46⁹/₁₆, and per mile \$1,567:70, instead of \$3:60⁹/₁₆ and \$2,291:20—as shown by the tariff of rates. In the cost of the masonry on the Fifth Division is included the cost of a wooden viaduct on the first section, to pass the Georgetown and Frederick Turnpike Road over the Railroad. If this be subtracted, then the cost per perch of this division will be \$2:27¹/₁₆, and per mile \$1,047:41; instead of \$2:36⁹/₁₆, and \$1,092:80, as exhibited in the statement.

DAMAGES.—As a very considerable amount of the expenditure of the company, for the right of the Road-way, and for the indemnity of damages occasioned by the passage of the Road, were disbursed by me, I have, according to your instruction, obtained a list of the amount also disbursed by other officers of the Company for this object, and have embodied the whole in tabular form for the convenience of reference, and herewith present it. [See table I. No. 2.]

The aggregate amount expended for the right of way and other damages, caused by the construction of the Railroad, appears to be \$36,984 24. There is also yet payable the sum of \$1,363:25; if this be added to that already expended, it will produce the sum of \$38,347:49, but from this amount must be deducted \$528, paid by the citizens of Frederick, leaving the whole sum paid and payable by the Company \$37,819:49.

EXPENDITURES.—The whole amount expended by me in the service of the Company has been one million one hundred and ninety-three thousand seven hundred and seventy-four dollars, and seventy-nine and one-fourth cents, all of which has been regularly and duly accounted for: Of this sum there has been applied to the graduation, - \$804,142 90
To the masonry, - 318,367 77
To the payment of the right of way for the road, materials for its construction, jurors, clerks and sheriffs' fees, repairs of turnpike, state, county and farm roads, injured or changed by the construction of the Railroad, &c. &c. [See Table I. No. 2.] - 25,744 07
To the payment of the contingent

expenses of my department, including salaries, instruments, advertising, printing, &c. &c. - 34,688 35¹/₂
*To purchase of tools, lumber, &c. 10,881 69¹/₂

\$1,193,774 79¹/₂

By this statement it is shown that the contingent expenditures have amounted to a sum not equal to three per centum, on all my other disbursements.

In concluding this report I feel it due to very many of the contractors to state, that they were vigilant and enterprising, that they executed their contracts with fidelity and energy, and that but few, if any, received the reward to which they were entitled by their toils, their exposures and their industry, and that I know, that some, and I fear others, have sustained losses on the work. The mechanics and laborers have suffered but little loss, less I feel persuaded, than falls to their lot on public works generally, and indeed, in my opinion, less proportionally than they ordinarily sustain in their engagements in the private pursuits of life. It has been shown, that upon the graduation and masonry of this work, \$1,122,510:67 have been expended, and yet I have good reason to believe, that the aggregate loss to the laborers has not amounted to the sum of \$6,000.

The regulation prohibiting the use of ardent spirits first adopted with your sanction in 1829, has been steadily and rigidly adhered to, and has had, I am confident, a very beneficial influence upon the work. The contractors so generally acquiesced in this regulation, and complied with this stipulation of their contract so faithfully, that I had only in a single instance, to perform the unpleasant duty of dismissing one of them from the service for an infraction of it. I cannot, however, refrain from again calling your attention to the fact, that licenses are so cheaply and so easily obtained in this state, where the sale of them appears to be only for the purposes of revenue, that grog shops became very numerous in the immediate vicinity of the line, and were highly prejudicial to the laborers, to the contractors, and to the progress of the work, and my opinion remains unchanged, that a legislative enactment preventing the vending of ardent spirits within a specified distance of public works could not fail of producing good effects, or rather of preventing much evil.

I feel it a duty again to advert to the unfavorable effects which undue rapidity in the execution of the work most certainly produces in its increased cost,—in the morality of those employed by hastily and indiscriminately assembling together the correct and vicious, the industrious and indolent, in fact all description of persons. It is proper too, that I should remark that a steady and regular advancement of the work could not fail of cheapening it as well as rendering its superintendancy less arduous to your officers.

It is but mere justice to acknowledge, that from my principal assistants, Messrs. Henry M. Pettit and Robert Wilson, the first in the superintendence of the graduation and the second in that of the masonry, I have derived very important aid. Mr. Pettit was employed on the work a short time after its commencement and continued on it to near its close, and rendered me highly valuable assistance. Mr. Wilson commenced his valuable services with the beginning of the masonry, and continued them until it was entirely finished. It is to his skill and vigilance that the masonry is mainly indebted for whatever of permanency it possesses, for with the exception of the designs of the larger structures, and a few of the smaller ones which were made by myself, he planned and superintended the execution of the whole of it. The services of my late assistants, John Miller, Caleb B. Moore, and Paul H. Borland, also require my acknowledgments. Of them I can say with pleasure, that they were persevering,

* The lumber, tools, &c. have been delivered to other officers of the company.

industrious, and judicious, in the execution of the duties assigned them respectively.

I cannot close this report without tendering to you, and through you, to the Board of Directors, an expression of my thanks for the unwavering confidence you and they have reposed in my integrity and judgment, and to say that this has been, and ever will continue to be, more highly prized than any compensation of a pecuniary character which they could have made me. Respectfully submitted,

CASPAR W. WEVER.

Extracts from J. Loudon M'Adam's Examination before a Committee of the House of Commons, in the year 1819.

[Continued from page 641.]

Can you state what proportion that is?—I think the first year, 723l.

What is the amount of the whole debt?—The whole debt is 43,000l. I had said a considerable reduction of the principal debt had been made, I did not use the word proportion. I can mention that the balance in the hands of the account amounted to 2,790l. 0s. 4d. in the Bristol district, beside a considerable diminution of the debt, and beside alterations and improvements.

That applies only to one hundred and forty-eight miles round Bristol?—Only to the one hundred and forty-eight miles round Bristol. The Bristol district has been under one trust for twenty years, and in that period the debt has increased to 43,000l.

You will be kind enough to furnish the Committee with a statement similar to that which was supplied by you to the Holyhead Committee, down to the latest period?—I will. Bristol is the only district for which I can have precise figures, I have not had the finances in my own management or direction with respect to the others. As I have only advised with respect to them, I cannot give you the items; and I must say, that my information with respect to other roads, must be much more general than with respect to this road. In Sussex, the roads in nine trusts have been mended with a considerable diminution of the former expense, and the thanks of a general meeting of the trustees of the Lewes trusts were unanimously voted to Lord Chichester "for the introduction of this system, by which the roads had been so much improved, and the country was likely to derive so much benefit."

Have you found that a similar diminution of expense has taken place where the materials have been bad, as where they have been good?—Yes, I have.

Do you find your mode of management equally applicable where the materials are bad as where they are good, and that the same proportionable benefit arises?—I am afraid gentlemen suppose that I have some particular mode of management, which is certainly not the case; nor can by any means be the case; and in every road I have been obliged to alter the mode of management, according to the situation of the roads, and sometimes according to the finances. At Epsom in Surrey, the roads have been put in good repair, at an expense considerably under the former annual expenditure, by which the trustees have been enabled to lower their tolls on agricultural carriages. The road between Reading and Twyford, in Berkshire, has been made solid and smooth since the beginning of July last, by persons under my directions, at an expense, including the surveyor's salary, not exceeding fifteen pounds per week; and their former expenditure, exclusive of the surveyor's salary, was twenty-two pounds per week. A great part of the road in the neighborhood of Bath, which was formed upon the plan laid down in my report to the commissioners, and with the greatest success, is made with freestone, which was always supposed impossible to make a good road of; but it will make a good road. It certainly does not last so long as one made of better materials; but it is equally good whilst it does last. One

of the roads out of Bristol towards Old Down has been made good, where it was a received opinion, that from the nature of the materials the road could not be made so; and the commissioners would not consent to my beginning it until the road was threatened to be indicted. It was put into my hands in October 1816, and at the Christmas following I was able to report that it was one of the best roads in England for the distance of eleven miles, at the expense of first outlay only of £600, and it has continued so until the present.

Please to inform the Committee, what are the means, in your opinion, the most eligible to be adopted for the amelioration of the roads throughout the kingdom?—That question, I think, divides itself into two branches: The operative part, in making the roads, and the care of the finances, and the mode of their expenditure. I should imagine the operative part of preparing roads cannot be effected without procuring a more skilful set of sub-surveyors; young men, brought up to agriculture and labor must be sought, and regularly instructed. It is a business that cannot be taught from books, but can only be acquired by a laborious practice of several months, and actual work upon the roads, under skilful road-makers. Young men who have been accustomed to agricultural labor are fittest to be road-surveyors, as their occupations have given them opportunities of being acquainted with the value of labor both of men and horses. But I should greatly mislead the Committee if I did not inform them, that the skill in the operative part of road-making cannot alone produce a reformation of the multitude of abuses that are practised in almost every part of the country, in the management of roads and road funds. These abuses can only be put down by officers in the situation of gentlemen, who must enjoy the confidence, and have the support of commissioners, and who must exercise a constant and vigilant inspection over the expenditure made by the sub-surveyors. They must be enabled to certify to the commissioners that the public money is judiciously and usefully, as well as honestly expended; without this control and superintendence an end cannot be put to the waste of the public money, and all the various modes that are injurious to the public interest, the amount of which would appear incredible, could it be ascertained; but which, I conscientiously believe, amounts to one-eighth of the road revenue of the kingdom at large, and to a much greater proportion near London.

Do you mean the frauds amount to one-eighth?—No, not direct frauds, I call it mis-application: it must not be concealed that the temptations with which even a superior officer will be assailed, the facility of yielding to them, and the impunity with which transgression may be committed, require great delicacy in the selection of persons to fill the situation: and encouragement to make this a profession must be in proportion to the quality of the person required.

Do you not consider one of these mis-applications to be the injudicious use of the labor of horses, instead of that of men, women and children?—I do consider that to be a great mis-application of the labor of horses. I am afraid that gentlemen may understand, from what I said, that frauds are committed to the amount of one-eighth, but I meant no such thing; I meant the loss arising from mis-application generally. I have in general found a great deal more materials put upon the road than are necessary, and I am of opinion that is one of the chief causes of the waste of the public money.

Do you think the loss arises, in most instances, from mistake, or from any abuse in regard to the power and patronage which the situation confers?—I think it proceeds from mistakes and ignorance mostly.

Please to explain to the Committee in what way you think the labor of men, women and children, may be substituted for that of horses?—I have generally found that a much greater

quantity of materials have been carted to the roads than are necessary, and therefore the increase of horse-labor has been beyond any useful purpose, and that generally the roads of the kingdom contain a supply of materials sufficient for their use for several years, if they were properly lifted and applied; this is to be entirely done by men, women, and children, men lifting the roads, and women and boys, and men past labor, breaking the stones which were lifted up.

By lifting the road, you mean turning it up with the pickaxe?—Yes; that I consider as man's work; taking up the materials and breaking stones, I consider the work of women and children, and which indeed ought to have been done before those materials had been laid down.

How deep do you go in lifting the roads?—That depends upon circumstances, but I have generally gone four inches deep; I take the materials up four inches deep, and having broken the larger pieces, I put them back again.

Please to explain to the Committee the mode of breaking the stones so as admit of the labor of men, women and children?—When the stones of an old road have been taken up, they are generally found of the size that women and boys can break them with small hammers, and therefore I would propose to employ these people to break those stones always before they are laid back in the roads.

Is it your plan for those people to break them standing, or in a sitting posture?—Always in a sitting posture: because I have found that persons sitting will break more stones than persons standing, and with a lighter hammer.

Does that apply to all materials?—To all materials universally.

Does the plan which you have mentioned of breaking up the roads, apply to gravel roads, or only to those roads composed of hard stones?—In gravel roads and in some other roads it would be impossible to break them up to any advantage; and in several places which I will explain, I should think it unprofitable to lift a road at all. There is a discretion of the surveyor, or the person who has the execution of the work, which must be exercised. I did not order the road in the neighborhood of Reading to be lifted, but I directed wherever a large piece of flint was seen, it should be taken up, broken, and put down again; and I directed the road to be made perfectly clean—I am speaking of a gravel road now—and I directed that additional gravel should be prepared in the pits by screening the dirt very clean from it, breaking all the large pieces and bringing that upon the road in very light coats not exceeding two inches at a time; and when those coats were settled, to bring others of very clean materials upon the road, until it settled into a solid smooth hard surface, and which the coachman in their mode of expression, say "runs true." The wheel runs hard upon it; it runs upon the nail.

[To be continued.]

To the Editor of the Railroad Journal:

SIR,—Having been a passenger twice across the Atlantic within the last three years, I was led, during the second one,—in consequence of a passage of nearly forty days, much of which was calm weather,—strongly to the reflection upon the advantages of a Steam-Ship, as well during the passage as at various times since; and the result of these reflections has been a full conviction of its practicability, and to ask, in this truly enlightened age, if we may not flatter ourselves with the anticipation of looking through but a short period of time to a new and most interesting era in the progress of travelling by water: if not a greater or more useful one than that of steamboat navigation, as now exhibited in various countries, yet one that shall be of a much higher, more noble, and more astonishing kind in the estimation of the world.

viz. the crossing the Atlantic with much greater safety, ease, pleasure, and despatch,—one that will divest the present good mode, (compared with former ones,) of at least one half of its dangers, its average required time for the performance, its privations, sufferings, and various other disagreeable circumstances,—one that will increase the number of passengers to double, at least, what would otherwise be the case, by these facilities saving of time and expense,—one, in fine, which would induce more of the better class of Europeans to visit and to emigrate to our extensive country, as well as afford the facility and inducement for more of our countrymen to visit the "Old World," and enjoy, while there, the pleasures of its various agricultural beauties, its improvements, antiquities, and Classical associations; and on their return, bring with them not only those improvements in Agriculture, the Arts, Manufactures, and Commerce, but bring also the strongest and most clear conviction of the perfection, as well as the superior justice and equality of the Constitution and Government of their own country: a conviction well calculated to do much towards preserving and continuing those blessings to themselves and to others.

Where have we a better right to turn our eyes, and look for the birth of such an era than to New-York? Is not this the mother-city, the fostering nurse, the guiding tutor, and the patron of the advanced stage of steam navigation, as applied to practice? Are not her mercantile citizens enterprising and persevering, as well as better situated, and with more facilities, for effecting great commercial objects, than any other city probably in the world?

That this era in steam navigation, on a large scale, is practicable, and that it would be very profitable for passenger-ships, no one can with reason now deny, who considers the present state of science and practical experience in the construction of ships and vessels for wind and steam navigation; nothing can be necessary but the union, in a proper manner, of such talents and experience as are now at command, in our great commercial cities.

If it be said that steam-ships have been made and sent out on voyages—that the experiment has been tried and found to be, at least, doubtful as to safety, or as to suitable economy—it may be truly and peremptorily replied, that such ships and such experiments were not only not real ships, and experiments, of the kind necessary, or here alluded to, but they were very little more than the shadow in miniature, either of such a ship or of such an experiment as the writer deems necessary for accomplishing the truly noble and sublime object of a safe and speedy passenger-ship, every way suited to run from New-York to Europe—having all the possible advantages united, of sailing by wind and being propelled by steam.

Suppose, then, a ship for this purpose to be constructed of 1500 to 2000 tons,—that it be fitted with sails in the most perfect manner—that it should have four to six detached steam engines, with an iron or copper water-wheel to each, placed in the best position for the greatest general effect—that it should be exclusively for passengers, and therefore made, in every part, at least of twice or three times the strength of what is now deemed a good ship, for this can easily be accomplished by means of the many subdivisions that would be required to fit it for passengers, and of course might in the absence of freight, have as much space occupied for obtaining strength and stiffness, by a judicious connexion of such partitions with the decks and side-frame, as would be equal fully to whatever might be required or wished.

Should any one smile at the idea of this strength, more than is possessed by our best ships at present, they are respectfully referred to the list of lost persons every five years, not only by ships being too weak, but for various other causes, which it is here intended to remedy effectually, and the expense of which, for one or two passenger-ships at least, could well be afforded,

Suppose this ship also to have the following additional provisions for safety, convenience, and despatch, viz.:

1st, Each boiler of your steam engines to be enclosed by a strong partition of wood and iron, sufficient for a protection of all the passengers. This might easily be done, and the expense afforded in a ship intended for passage only, and having from 200 to 350 at each passage on board, who might be divided into four classes, paying £30, £25, £20, and £15 sterling, according to accommodations or room, each class to live at a suitable table according to the price paid; but in all cases, liquors and uncommon articles of luxury to be had, if called for, at a reasonable rate, and paid for extra. Thus, much dissipation, sickness, and personal annoyance, would be prevented, that it must be admitted now exists in some instances.

2d, Spare suits of sails of the first quality, suited to any emergency, with every other appendage connected with sailing a first-rate ship.

3d, The officers to be increased in number, and selected from men of the best nautical talents and experience in the country; to have an extra number of the best picked sailors which the country affords; to have an astronomical apparatus, suited to the purposes of navigation, far superior to what is to be found on board of any American ship, together with all books, charts, &c. that could be of use either in sailing the ship, or in the study of all branches of navigation and seamanship, and which in mild weather could be advantageously pursued under such able officers, so as to constitute a school of the highest grade for pursuing the science and practice of this most useful and important part of the education of officers and seamen: at the same time, rendering additional safety to the ship, by such additional talents, experience, instruments, &c. &c.

4th, The danger from fire at sea,—the most formidable and terrible, perhaps, of any,—may be almost entirely done away with, by excluding all freight, except specie, silver plate, jewelry, letters, papers, bills of exchange, and a few other articles that are incombustible, take very little room, and will pay a very high freight: thus access may always be had to all parts of the ship, not only to detect and extinguish fire, but to perceive and repair any other injury to any part. No expense need be spared to render every security possible to each mast, against the effects of lightning, which cannot be or is not generally done in the numerous packet-ships. Spirits being kept in bottles, and no other combustible articles admitted, it would be almost impossible that fire could ever get any ascendancy; if, however, it did, the hose connected with the steam engine would subdue it instantly. The interior of the inclosures for the boilers could be easily and effectually secured with iron and copper.

5th, A small number of heavy pieces of cannon, on deck, with small arms, &c. suitable for arming 150 or 200 of the passengers, would, with her other facilities, render the ship safe from pirates, and even from small ships of war; and this feeling of perfect security at all times, would be a matter of some consideration, and might become more so in future.

6th, Probably one of the greatest dangers at sea, arises from the running a ship against icebergs, or other ships. This ship, with her size and facilities, more than others have—the superior strength she would possess in her construction—together with her power of pumping herself clear, in case of even such leaks as would immediately sink an ordinary vessel,—would be effectually secured against serious injury from running against other ships; and in case of icebergs, her danger of injury would be very small, with all her advantages of security: yet in the extreme case of serious injury and great leaks, she would be able to keep herself free by large pumps, worked by steam, while other ships would be immediately destroyed or sunk.

7th, The best kind of ballast might and should be used, the quantity of it may be exactly graduated and so distributed and secured as to put

the ship in the very best possible trim for sailing. Coal should be used in part for ballast, by being placed in tanks, in order that when the coal intended for raising steam should fall short, that such ballast-coal might be used and the tanks filled with sea water in lieu thereof. Thus the quantity of coal required to be taken for each passage, over and above the ballast coal would not be more than sufficient for about half the time of a passage, viz. about eight days; this would ordinarily be sufficient, altho' in cases requiring steam more than half the time, the ballast coal might, as above stated, be sufficient in quantity for four to six days' use, which would supply such extreme cases without an increase of her freight, consequently the eight days' coal, and the provisions, would be nearly all the freight, except passengers, for this immense tonnage—so small, in proportion, as to be wholly unobjectionable in every point of view.

8th, The great size and strength of such a ship, (having but little freight,) its great buoyancy and elevation from the surface of the water, would enable it to ride very easy in a heavy sea, as well as to resist its shock and encroachments, almost as effectually as a high rock rising from the ocean. This would make a very important difference in sea sickness, as well as in any illness, as also in the ease and pleasantness of a passage, the certainty of which would be reduced to 15 to 18 days; indeed, all the advantages attendant on such a passage would remove five-sixths of the present aggregate of evils, risks, and inconveniences, the certain result of which would inevitably be to increase the number of passengers within five years, to twice or thrice what they otherwise would be in number as well as also to command nearly all those who now go not only in packets, but almost numerous merchant-ships; it would soon after, be as uncommon to see passengers go in other ships as it now is to see them go from New-York to Albany in sloops; and the evidence of the above increase of passengers in consequence of such safety and pleasant accommodations is to be found in the history of the improvements in travelling on this river before and since the introduction of steamboats. The competition too in this kind of navigation would be much less than is in other kinds, on account of its requiring a large capital, and as freight would not be the object at all, the inducements to competition would be still less, and as the amount received at each passage, after such ship should become known and tested, would be, at least, about \$30,000, this for eighteen passages, which she might make in a year, would amount to \$540,000, a sum that speaks for itself as to its being adequate to pay the expenses and leave sufficient profits for its amount of capital, however liberally the plan should be carried into effect.

9th, The number of wheels that it may be most prudent to adopt, as well as their size, form, and strength, must be determined by practical experience,—they may be so secured by iron or copper to the sides of the ship as to resist or withstand a very heavy sea, whether they are in motion, or not; reference should be had also, in their setting up, that they impede the sailing of the ship by wind as little as possible, for it is probable, that it will be found difficult, and indeed unnecessary, to remove or take in the wheels, at least on common occasions.—Strong iron bands crossing at right angles, and sufficiently curved to admit of their being secured to the sides of the ship effectually, may be so arranged as to support the outer end of the shaft of each wheel.

10th, No risk of injury or loss, from rocks or shoals, can be worthy of much consideration, in a ship with all her advantages, facilities, and talents of officers, as she will make the best harbor, at each end of one unvarying line between New-York and the best port in England, from which Railroads and steamboats would take passengers immediately to all other important points in Europe. It would be strange, indeed, if she should ever be found so far out of place and out of character, as to be among rocks or shoals.

AGRICULTURE, &c.

[From the Genesee Farmer.]

CAULIFLOWER.

This vegetable is extremely delicate, and is esteemed equal to any other for its excellence wherever it is cultivated and known. To what extent it may have been cultivated in this state, or in any part of the state, I am unable to say, as I have never seen much written on the subject; it occurred to me, however, that it might be cultivated to great advantage in the latitude of Rochester. Two years passed away before I could obtain seed. Last winter I obtained some, and on account of the backwardness of the spring, I omitted sowing until the middle of May. This produced me a lot of sickly plants, partly owing to the coldness of the weather and partly by being sown on the north side of a board fence, which kept the sun from them a great part of the day. The middle of July I transplanted them into good, rich, warm, quick soil, about two feet apart each way, twenty in number; the manner of cultivation nothing different from that of cabbage. On the 9th inst. I cut a head which measured forty-four and a half inches in circumference, and weighed eight pounds and three ounces, making a sufficient quantity for three meals for a family of nine persons. I have thirteen or fourteen more, several of which are superior in quality to the above. To those who are acquainted with the article, I need not point out its qualities; and those farmers and gardeners who are ignorant of its worth, remain so no longer. Get your seed this winter, cultivate them next season, and if you are not well paid for all your trouble, you shall have no more of my advice. If any information should be desired as to cooking and preparing the cauliflower for the table, all I possess shall be cheerfully communicated, as much depends on the cooking to make it all you desire.

OTIS TURNER.

Medina, Orleans Co., Oct. 22, 1832.

[From the same.]

WHEATLAND AGRICULTURAL SOCIETY.

ON SUMMER FALLOW, SPRING CROPS, AND THE DESTRUCTION OF RED ROOT.

Gentlemen—Agreeably to your request, that I should give my opinion on summer fallows and spring crops, and also the best way of destroying red root, I would respectfully report:

I would first observe, however, that having trod the old track of agriculture so much, without a regular system, seldom having noted down days or dates of ploughing, or the result of crops from the quantity of labor performed, all I can do is to give from memory a loose, crude opinion on those subjects.

With regard to fallowing ground, there are two objects to be attained—one is to resuscitate the earth; the other to destroy the weeds and noxious herbage which may tend to interrupt the growth of the crop you propose to cultivate. How far the soil may be revived by preventing the growth of vegetation, is to me a dubious question. We see, for instance, where the herbage is kept down by travel as in roads, that the soil is not enriched, but the reverse. I conclude, therefore, that the resuscitation produced by fallowing is owing principally to tillage.—The amount of tillage, or the number of ploughings, harrowings and *rollings* (although rolling is not much in practice, it is certainly very beneficial on cloddy lands) that is necessary to give a piece of land in one summer fallowing, must depend much on the situation of the land to be fallowed.

In heavy timbered land, for instance, all that is necessary is to remove the timber, allow the surface a sufficient time exposed to the sun and air to decompose or rot the vegetable substances on the top of the ground, before the seed is sown, to insure a good crop. In open lands, in a state of nature, where the natural vegetation is strong and hardy, and the rooty fibres are coarse and strong, it is absolutely necessary first to plough thoroughly, and the longer it lays

without cross-ploughing the better, providing other vegetation is not produced; and in order to insure a tolerable crop, I think it is indispensable that it should lie the greatest part of the three hot summer months in order to rot the sod.

Where wheat is a primary crop, as it is in this section of the country, and where it is our interest to sow it as frequently as we have a fair prospect of reaping a good harvest, (and we ought never to sow without we have,) experience teaches that summer fallowing occasionally is indispensably necessary, but how frequent, or what summer crops may be substituted in its stead, I cannot satisfactorily answer. Where the land is in good heart, wheat does very well after corn and barley. Peas, too, are an excellent fallowing crop; where they do well, they leave the land clean and in good order; but they do not answer well in this neighborhood on account of the bugs, although I am told when sown the fore part of June they are free from bugs; but in that case they come off the ground rather late for sowing wheat. The mangold-wurtzel or field beet, will doubtless be an excellent fallowing crop; so are potatoes; but the quantity of labor required to raise and secure the former, and the difficulty of disposing of the latter, will render those crops but a partial substitute for summer fallows.

Oats may be extensively and profitably raised on lowish, rich lands, so long as locomotive steam engines do not supersede the use of horses; but on our dry uplands in ordinary seasons, I think it not profitable to raise more than we require for our own use. They are a bad crop to sow wheat after, for although, being sown in the spring, some of the weeds indigenous to wheat may be destroyed, they leave the ground in a dead, impoverished state.

Wheat, in some instances, may be sown after wheat, so as to produce immediate profit; but I am doubtful whether in the long run it will be productive of real benefit, and at any rate ought seldom to be resorted to, for by this course, those weeds which seem natural to wheat, or, to speak more correctly, whose nature the cultivation of wheat is congenial to, and whose hardy seeds seem to be inexterminable, such as cockle, chess, red-root, &c., are cultivated, and we are well aware that it is much easier to prevent than it is to destroy weeds when once they have got possession of the land. A frequent recurrence to clover, with a plentiful use of plaster, will, I believe, be the best extensive method to dispense with frequent summer fallowing; but I think that every other crop of wheat we sow, the ground ought to be fallowed.

The time of breaking up, and the number of subsequent ploughings, must depend much on circumstances. Very stiff clay soils would be best broken up in the fall, that the earth may be pulverized by the winter frosts. Other hard lands, which are difficult to plough, would be best broken up in the spring, while the ground is soft. You get your work more thoroughly done, and it saves team, and wear and tear of tools; our ordinary stubble or grass lands may be broke any time before Independence; if they are broke up much later than that, they hardly deserve the name of summer fallows, although clover stubbles, where the land is fresh and has not lain over two or three years to grass, may be broke up after harvest, and yield a fair crop of wheat. The subsequent ploughings, after breaking up, ought to be sufficiently frequent to keep down the weeds, but never ought to be done when the ground is very wet. A single ploughing, when the ground is wet, will destroy your previous labor, by rendering useless one of the principal objects of fallowing, viz: the pulverizing the earth. Fallows that are infested with plants whose fibrous roots shoot up from every joint, and spread horizontally throughout the soil, among which we may name sorrel and several species of grass, the roots of which are by some termed quickens, ought to be frequently ploughed and harrowed in dry, hot weather, that the roots may wither and die by the heat of the sun.

The red-root is certainly the worst weed, excepting the Canada thistle, that ever infested winter grain. It comes forward so early in the spring that, where it is thick, it totally destroys the crop. I have not had much experience in killing, not having noticed it on my farm until four years ago. I will therefore give you a method proposed by Mr. LEVI LACY: Plough the ground the latter end of August; again in the spring, and plant with corn; fallow the next summer, and sow it with wheat in the fall; but whenever you find it among your grain, you must not omit to weed it carefully by hand the latter part of May, or before the seed begins to ripen. All which is respectfully submitted:

JOHN GARBUTT.

October, 1832.

[From the New-York Farmer.]

FARRIERY.

MR. EDITOR,—There are few subjects on which farmers generally are more at a loss than in Farriery. The medication of their horses and cattle is frequently done under the direction of men utterly incompetent to advise, or books the prescriptions of which are calculated to kill more than to cure. No department, therefore, of an Agricultural paper seems to me more important than this; and it is my intention to give such views of the more common complaints of horses and cattle as appear to me important, hoping they will be useful in this department of the Domestic Economy. In most cases of fever, I hold that depletion is the most proper remedy; that bleeding and purging, with a view to reduce the system, are the first obvious remedies; that, after the fever has entirely subsided, and not till then, a tonic or restorative course may be resorted to with advantage; that most glandular affections originate in an indirection of the bile; that to obviate them, it is of prime necessity to lead the bile into the bowels, believing that, so long as the bile continues healthy and flows regularly into the bowels, they are rarely, if ever disordered, but when it is suspended or diffused into the circulation, the most alarming disorders ensue. With these views of the subject, I propose to make some communications, and hope they may not be wholly without their use.

CARLO.

September 3d, 1832.

STRANGLES IN HORSES.

MR. EDITOR,—The Strangles, I conceive to be one of those numerous glandular affections with which our horses are so often affected; that it owes its origin to an indirection of the bile; that this secretion being thrown into the blood, or circulation, comes in contact with the glands; that the smaller glands, about the throat and jaws, are unable to pass it, and are irritated, inflamed, and a suppuration brought on. The first object, therefore, in its cure, as well as in most other glandular affections, would appear to be to lead the bile into the bowels, and thereby restore the digestion to a sound state. To do this, I think, half an ounce of gamboge, one ounce of aloes, one ounce of saltpetre, and a quarter of an ounce of calomel, made into ten or twelve balls, as heretofore directed, and one ball given every morning and evening, will ultimately restore the natural order of the body. I agree with Mr. Hind, that the inflamed glands should be treated with the mildest applications. No Oil of Spike, Corrosive Sublimate, or other irritating or drying medicine, should be applied, but the sores should be frequently washed with warm soap-suds, and mild, moist poultices and such applications only applied as will tend to lubricate the glands and promote the discharge. Heating, irritating, and drying medicines may heal the sores, but, I think, can never cure the complaint. The treatment above recommended, I think, will perform a permanent cure, but it would require time and perseverance, especially in cases of long standing.

Yours, &c.

CARLO.

September 3d, 1832.

SPAVIN.

MR. EDITOR,—In case of Spavin, or any oth

er swelling about the legs of horses, a bandage should be put on moderately tight, and the swelling bathed three or four times a-day with the liquid Opodeldoc, heretofore directed. Where the swellings are on such parts as will not admit of bandaging, they should be frequently bathed with Opodeldoc. It will generally scatter the tumors.

CARLO.

September 21st, 1832.

COSTIVENESS IN HORSES.

MR. EDITOR.—Mr. Hind directs, in case of Costiveness in Horses, back-raking. This appears to me to be a very disagreeable and useless remedy, in no way calculated to afford permanent relief in the disorder.

I would recommend half an ounce of gum gamboge, and one ounce of aloes, reduced to fine powder; mix intimately, adding flour and water until it is of the consistence of unbaked dough: divide into ten balls, and give one ball morning and evening. An injection of simple molasses and water, given once a day for three or four days, will have all the beneficial effects of back-raking, and, combined with the balls, will permanently cure the disorder, whereas the purgatives recommended by Mr. Hind appear to me only calculated to produce a momentary effect to weaken and disorder the system, and rather to aggravate than to cure the disorder.

CARLO.

September 3d, 1832.

[From the Genesee Farmer.]

AGRICULTURE.

Agriculture is the art of cultivating the earth, and extracting from it sustenance for the use of man, and the animals under his control. It is greatly conducive to the health of those who practice it, and increases the strength and prosperity of those nations among whom it receives encouragement and support. Agriculture, in every part of the world, has always been coeval with the first dawn of civilization; nor need we look far for an example of its astonishing effects, on the rise and progress of nations. Agriculture is the school of industry, and the cornerstone on which all other arts have their foundation. It opens to our view the most beautiful and sublime mysteries of nature, habituates us to industry, and prepares us for the reception of other arts of civilized life. Agriculture is the necessary and indispensable employment of the major part of every civilized population. It justly merits the encouragement of the ruler, and the attention of the subject. History shows that nothing has a better tendency to promote the union and happiness of a people, than the cultivation of the earth, and the decline of agriculture may be reckoned as one of the causes which hastened the fall of the Roman empire. With regard to the history of Agriculture, I shall be very brief, confining my observations to a few ancient nations that paid particular attention to it. The ancient Chinese made great advances in the art of tillage. Surrounded (on the north and west) by barbarous nations that knew nothing of the arts of civilized life, they were obliged to supply their wants from the productions of their own country; and long before the commencement of the christian era, agriculture was the chief employment of the people. The arts have not made much progress in China for a long period of time, and the present state of agriculture in that country will give a pretty good idea of what it was many centuries ago. No nation understands the tilling of land better than the Chinese,—and we shall not wonder that this is the case, when we reflect that a population of at least two hundred millions is to be supplied with food, from the produce of a country not more than five times as large as the state of New-York. "Their high lands, according to Raynal, produce three crops in a year. He says, they are first sown with a kind of radish which produces an oil, then with cotton, and lastly with potatoes.—This is the common method of culture."

If we may credit the assertions of travellers and historians, the Chinese must be a very industrious and persevering people. Permit me

here to transcribe a passage from Anderson's Narrative of the British Embassy to China, as illustrative of this point. "On a very high mountain, I discovered several distinct patches of cultivated ground, in such a state of declivity as appeared to be altogether inaccessible; and while I was considering the means which the owner of them must employ to plant and gather his vegetables on these alarming precipices, I beheld him actually employed in digging a small spot near the top of the hill, and in a situation where it appeared to me to be impossible, without some extraordinary contrivance, for any one to stand, much less to be following the business of a gardener. A more minute examination informed me that this poor peasant had a rope fastened round his middle, which was secured at the top of the mountain, and by which this hardy cultivator lets himself down to any part of the precipice where a few square yards of ground gave him encouragement to plant his vegetables or his corn; and in this manner he has decorated the mountain with those little spots that hung around it." It is said that the Emperor of China, on the celebration of a certain annual festival, performs the office of a husbandman, and ploughs and sows with his own hands. This is doubtless done to encourage his subjects to emulate the example of their prince, and we may infer from it, that he justly appreciates the important bearing which agriculture has on the prosperity of the empire.

The ancient Egyptians, possessing a very fertile country, early paid attention to agriculture. More than ten centuries before the christian era, the duty of cultivating the earth was enforced by many religious maxims, and the gifts of nature were improved by the industry of the people. "Tillage, as well as other momentous concerns, continued immemorially under the priestly families who had of old taught their subjects to drain the marshy Delta. When Sesostris was king of Egypt, agriculture received every encouragement and support. Among other useful works, he opened canals in different sections of the country, that the fields might be watered more conveniently in dry seasons. The reign of the Ptolemies, a bright period in Egyptian history, is justly celebrated for the splendor to which the arts and sciences attained. Under their administration, Egypt rose from a plundered province to an independent kingdom. The industry of the people was not blunted by oppression, and the great quantity of grain exported to other countries, attests that agriculture received the attention of a good part of the population. But since the reign of Cleopatra, and the reduction of Egypt to a Roman province, the wealth of the country has been transferred to the treasures of arbitrary rulers. The multitude of their taxes has discouraged the industry of the people, and agriculture and the other arts have long ceased to flourish."

The ancient Greeks owed their civilization in some measure to the Egyptians, and probably received most of their knowledge of agriculture from that nation. They did, however, bestow that attention on it which they did on the more polished arts and sciences, at least after the first periods of their history, and the productions of the country did not much exceed the wants of the population. But, although the merits of agriculture were not justly appreciated by the mass of the people, yet the subject was treated by several Greek writers, and Hesiod, (contemporary with Homer,) in his works entitled "Works and Days," has given some useful hints relative to husbandry. The farming utensils used by the Greeks were few and of simple construction. They seem also to have had some knowledge of manures, and Theophrastus, after mentioning the different kinds, adds, "that a mixture of soils produces the same effect as manure. Clay (he observes) should be mixed with sand, and sand with clay."

The Romans in early times were both agriculturists and soldiers. Under the government of the kings, and subsequently of the consuls, they were engaged in frequent wars with foreign

and domestic enemies, yet whenever a period of peace intervened, they willingly exchanged the sword for the plough, and returned to the cultivation of their fields. The most illustrious Romans eagerly coveted the blessings of rural life, and far from considering agriculture a degrading employment, or that it lessened their dignity, they preferred it to every other occupation. Cincinnatus and Cincinnatus, after defeating the enemies of the commonwealth, were content to cultivate their little farms, and well had it been for their country if she had always been guided by such men. As Rome extended her conquests beyond the boundaries of modern Europe, the articles of luxury brought from eastern climates corrupted the manners of her citizens. Their former industrious and persevering habits were gradually laid aside; the productions of the country were no longer sufficient for domestic consumption, and the conquered provinces were obliged in some degree to supply the wants of their conquerors. As these provinces were successively ravaged and retained by foreign enemies, food became more scarce, and Rome afterwards often felt the effects of a want which her citizens might have supplied, had they not degenerated from the virtue of their ancestors. Among the Roman authors who wrote on agriculture, Virgil and Columella hold a distinguished place. The Georgics of Virgil were written during the reign of Augustus. Civil war had devastated the country, the men were drawn from the fields to recruit the armies, and agriculture was almost entirely neglected. At this time, Virgil was requested by his friend Maecenas to compose a work on husbandry, which might have a tendency to encourage the people to renew their industry, and to cultivate their land to more effect. With this intent he wrote the Georgics, a poem replete with useful precepts—adapted to the climate and soil of Italy, and worthy to be perused at least by modern farmers. Modern farmers, however, have made vast improvements in the art of agriculture. The ancient system of tillage has long since exploded; a system founded on solid and rational principles has taken its place, and implements of husbandry have been invented and improved until they are now arrived at a high degree of perfection. The application of chemistry and natural history to agriculture, has opened a new field to the researches of the philosopher; and the intelligent farmer, profiting by these helps, by his own knowledge, and by the experience of others, (with the blessing of Providence,) can cultivate his land with skill and success. AGRICOLA.

[From the New-York Farmer.]

YELLOW DYE FOR TEN POUNDS OF YARN OR CLOTH.

MR. EDITOR.—Take 5 lbs. of ground fustic, put it into a large brass kettle, and fill the kettle half full of peach tree leaves, yellow top, or hickory bark, with the ross taken off. Hang over the fire, (the material being covered with water,) and let it boil briskly for an hour or more; then take off the kettle, and lift the material all upon a sieve or cloth; pour on hot water till all the coloring matter is extracted, when the material may be thrown away, and the tea evaporated about one-third. While this is doing, take 2 lbs. of alum, dissolve it in a separate vessel, and wet the yarn or cloth in this solution; then expose it for half an hour or more to the air; after which, it may be put in the dye, and lie for an hour, adding the remainder of the alum water. It should then be exposed to the air, and immersed in the dye, alternately, for four or five times, when a bright and permanent yellow will be obtained. Yours, CARLO.

GREEN DYE FOR TEN POUNDS OF YARN OR CLOTH.

MR. EDITOR.—Prepare a dye as directed for coloring yellow. Wet the yarn in the alum water, and hang in the air as directed in that case; then take one ounce of good Spanish indigo, reduce to powder, and put in a junk bottle; add to it, a little at a time, one pound of oil of vitriol,

When the indigo is dissolved, it is fit for use. A good yellow dye being prepared as above directed, add from the blue bottle two table spoons-full of the blueing; then put in the yarn, and let it lay about an hour—boiling the coloring matter as often as the yarn is exposed to the air; adding from the blue bottle, and dipping, until the color desired is obtained.

CARLO.

September 21st, 1832.

P. S.—All coloring, except black, should be in brass or copper vessels, and the coloring material always taken out before the mordant is added.

SUMMARY.

The Messrs. Stevens, owners of the steamboat North America, have sold that splendid boat to the Hudson River Association for the sum of \$80,000. Hereafter this boat will run in a line with the Erie, Champlain, Albany, Ohio, and other boats now running on the North River between New York and this city, which will enable that Company to run two lines, morning and evening, that for expedition and elegance cannot be equalled by any. The terms on which the Messrs. Stevens sold this boat is the withdrawing their boats totally from this river for the space of ten years.—[Alb. Ev. Jour.]

Notices of application to the next Legislature.

For the New York (city) Academy of Inventions and the Arts.

For a Bank at Kingston, Ulster County, to be called the "Kingston Bank"—capital \$150,000.

For a Bank at Canajoharie, to be called the Mohawk River Bank—capital \$150,000.

For the Cayuga Co. Bank to be located at Auburn—capital 200,000 to \$300,000.

For the East River Bank to be located in New York—capital \$500,000.

For the Mercantile Bank to be located at Buffalo—capital \$600,000.

For the Chemung Canal Bank to be located at Elmira, Tioga Co.—capital \$200,000.

For the Orleans Co. Bank to be located at Albion—capital \$200,000.

For a Bank at Sing-Sing, Westchester Co. with a capital of \$150,000, with privilege to increase to \$200,000.

Of the National Bank for the restoration of the original 7th section of their charter, and the alteration of the 12th section, and such other amendments as they may deem proper and necessary.—[Albany Evening Journal.]

CHARLES CARROLL of CARROLLTON.—A very fine engraving of this last of the Romans, by Longacre, from a picture by C. Harding, is for sale at Disturvell's. Its price is \$2.

NAVAL.—Commodore Jesse D. Elliott is appointed, it is said, to the Command of the Charleston, S. C., Station.

[From the Journal of Commerce of Thursday.]

Fire.—Between 8 and 9 o'clock yesterday morning, a two story brick front building No. 55 Leonard street, between Church and Chapel streets, was discovered to be on fire, but by the timely arrival of the exterior part of the building was preserved. It is said to have been inhabited by sundry individuals.

Another.—About half past 10 o'clock last night, two buildings, in the rear of Nos. 18 and 20 Fifth street, were destroyed by fire. They were of no great value. Such, however, was the state of the atmosphere, that they made a great light, so that many persons in the lower part of the city supposed there was an extensive conflagration.

Fire at Brooklyn.—The engines had scarcely returned from the above fire, when the whole heavens were again lighted up, and the bells were set in motion throughout the city. It was soon ascertained that our Brooklyn neighbors were the sufferers, but this did not abate the alacrity of the firemen, who collected with their engines at the different ferries, in the hope of being able to join in the conflict with the devouring element. It proved to be labor lost, for no steamboat was running at so late an hour, and there was no other means of conveyance. Not a single engine went over. From the wharves in this city, the fire had the appearance of being much larger than it was in fact, an account of the elevated situation of the buildings burnt. It originated in the extensive saddlery establishment of S. P. Church & Co. corner of High street and Snell's Alley.—This was a 3 story frame building, and owned by Crawford C. Smith, who was insured in Brooklyn. Church & Co. were also insured to the amount of

\$2000, which, however, is by no means sufficient to cover their loss. They employed 40 or 50 workmen.

The adjoining two story frame building, owned by Dr. Garrison, and occupied by Mr. Van Wyck, was likewise destroyed.

Also the two story frame building owned and occupied by E. Jacobs. Mr. Jacobs, we understand, was insured.

The two story frame building owned by Joseph Mozer, and occupied by two families by the names of Hartshorne and Atten, was damaged.

A number of back buildings were destroyed.

IMPORTANT INDIAN TREATY.—We learn from the Liberty (Indiana) Port Folio, of the 10th inst. that the commissioners appointed for the purpose have effected a treaty with the Pottawatomie Indians, by which the Indians cede to the United States all the lands lying in Indiana, and all south of the Grand river in Michigan, and all east of the river La Plein in Illinois, with the exception of a few very small reservations. The whole tract contains between six and seven millions of acres, and is represented to be of an excellent quality of land. We are told, says the Port Folio, that the treaty was obtained on terms liberal to the government—but we have not learned the entire conditions.

[From the Gazette.]

LAW CASE.—The Supreme Court was engaged during the whole of last week, in the case of John P. Garcia and others, against the Atlantic Insurance Office of this city, on a policy for the recovery of 10,000 dollars lost in the brig Catharine, Mayo, in August 1830. The insurers refused to pay, in consequence of an alleged fraud on the part of the shipper, Messrs. Arcos, Izquierdo & Co., of Havana, who, it was contended, boxed up old type, and called it specie. The owners brought an action for the like sum against the American Insurance Company of New York, in August 1831, and after a full and deliberate trial, the plaintiffs obtained a verdict for the whole amount claimed from that Company. The present action was brought on the same ground, and there is still another pending against the Ocean Insurance Company. The Jury in the present case found a verdict for the insurers. The counsel for the defendants disclaimed the belief that the branch of the Arcos' house in this city (Mr. Garcia,) had any participation in the fraud imputed to that of Havana, and a certificate to the same effect is expected from the members of the Jury.

Atrocious Murder.—We learn that on Thursday last, a man in Bertie county having become offended with another, resolved to take his life; but in the prosecution of his purpose, met with an unoffending person whom he mistook for his victim, and whom he assaulted and beat so that he died. Upon learning the fact of his mistake, nothing discouraged, he renewed his search for the object of his pursuit, whom he at length found, and whom he also murdered by cutting his throat. It is added, that although these crimes were perpetrated in the presence of several persons, the perpetrator was permitted to escape. The above facts we give as they were detailed to us.—[Edenton, N. C., Miscellany, 14th November.]

According to the Argus, the number of votes polled at the late election, is more than 320,000, and exceeds by about 45,000, the aggregate vote in 1828.

Narrow Escape.—During an exhibition of wild animals, last week, at Sugarloaf, in this county, a man by the name of Lavee, in an intoxicated state, staggered near the cage of the lion, while he was devouring his accustomed meal. The lion seized him by the leg with his claws, threw him on the floor, and fixed one of them in the wretched sufferer's skull. From this situation he was relieved in a short time by the exertions of the keeper, and, shockingly mangled and bruised by the ferocious animal, removed to a place of safety. We understand that he will probably recover from his wounds.—[Orange County Patriot.]

The New Orleans Courier of the 5th inst. says, that owing to the impossibility of getting correct statements of new cases of Cholera, and the refusal of physicians to make returns, it gives no report.

Among the arrivals noticed in the papers of the 5th, is the packet ship Ohio, from Philadelphia, and from this port the line ship Creole, with 37 cabin passengers; the packet ship Saratoga, with 30 cabin and several deck passengers; and the ship Marengo, with 40 cabin, and 115 steerage passengers. The two last named ships anchored eight miles below the town,

From the Journal of Commerce we take the following statement:

The Late Gale.—A good deal of apprehension was excited yesterday for the packet ship Alabama, Capt. Waterman, which sailed hence for New Orleans on the 16th of October. The painfulness of apprehension was much increased on account of the large number and respectability of the passengers. Several letters from New Orleans dated on the 5th instant, state that the ship Henry Lee had arrived from Baltimore, and reported having seen a packet ship, believed to be the Alabama, ashore on the Tortugas, the sea breaking high over her. Letters of the 6th, mention the arrival of the packet ship Florida, Captain Tracy, making the same report. One letter says, "The captain of the ship Florida, which arrived yesterday, reports the Alabama a total wreck on the Tortugas." Capt. Tracy is familiar with the construction of the Alabama, and would not be likely to mistake any other vessel for her. To corroborate these reports is the fact that the Alabama is out of time; the Creole, the Marengo, Saratoga, and Florida, which left this port from six to ten days after her, having arrived, and all without having seen the Alabama, unless the report of her being on shore is true. The spot where the wreck was seen, is understood to be the Tortugas Bank, nearly two hundred miles west of Cape Florida, and seventy west of Key West. The nearest point of safety or assistance, is the Dry Tortugas, within two to eight miles, as the case may be, where there is a light-house, and a single dwelling occupied by the keeper. The time when the wreck was seen must have been one of the first days of November; and the disaster occurred, no doubt, during the very violent storm from the N. E. which commenced here on the 21st, and contrary to the usual course of such storms, moved down the coast to the South. The ship Junior for Mobile, left this port October 23d, with a fine northwest wind, after the storm had passed by, but overtook it the same night, and went with it to Abaco, where it closed with a thunder-storm on the 28th. In the Gulf of Mexico it was one or two days later still. It was, throughout its whole course, one of the most violent gales ever experienced on our coast. The number of persons on board the Alabama was 89, viz. cabin passengers 38; steerage do. 28; Captain and ship's company 23. Captain Waterman is one of our most experienced ship-masters, celebrated for his prudence, and well acquainted with the New Orleans trade. He remarked to a friend about a year ago, that although he had been a ship-master more than thirty years, he had never lost a sail or a spar, or cost the underwriters in any way a single dollar. The ship had a large long-boat, and four small boats. We have been thus particular, in order that the friends of the passengers may be put at once in possession of every fact bearing on their safety. The ship belongs to Messrs. Silas Holmes & Co's. line, and is insured.—She had a full cargo of valuable goods.

List of Passengers in the Alabama.

In the Cabin:—James H. Phelps, Mrs. Smith, Mrs. Kitchen, 3 children, and servant, M. McCullum, Peter McCullum, Irad Ferry, J. Hanna, Dr. Jones, John Bliss, lady, child and servant, Mr. Arnaud, M. Cooke, Mr. Kline, Miss E. Kline, Miss Waldow, Robt. A. Fitzgerald, and lady, Rev. Joel Parker, lady, 2 children and servant, F. Parmlee and lady, Edward Hyde, Mr. Williams, Mr. High, and 2 daughters, Ichabod Smith, Mr. Baldin, Miss Hynson—38.

In the Steerage:—Philip Brady, John Cummins, H. Moury, Catherine Smith, Philip Smith, V. Herbert, Francoise Mari Aine, Joseph Osborn, Mrs. Osborn, 3 sons and 1 daughter, John Heywood, A. Osborn, Benjamin Levitt, John Needham, Mrs. Needham, Francis Rourke, Augustus Gorig, Philip Larkin, John Touray, Patrick Touray, Michael Egan, Ambrose Egan, James H. Robinson, Alexander Galloway, Alexander Chambers—28.

The ship Kentucky, Captain Dennis, belonging to the same line of packets, left New Orleans at just about the same time the Alabama left New York. She had a cargo of 861 pigs of lead, 110 hogheads and tierces of clarified sugar, and 32 bales sarsaparilla. Other vessels which sailed with her, and some days after her, have arrived. She was spoken Oct. 26th, and was supposed by vessels which have arrived, to have been in company with them on the Atlantic side of Cape Florida on the 28th. Since the gale she has not been heard from.

The packet ship Pulaski, Capt. Post, sailed from this port October 11th for Mobile, with 85 persons on board, and a full cargo of goods. The Junior and other vessels which sailed ten and twelve days afterwards, have arrived, but the Pulaski had not

arrived at the last dates, nor been heard of since the gale. Some persons think it not improbable that she may be the ship seen on Abaco. We understand she was expected to take the outer passage, which does something to alleviate apprehension respecting her. The following is a list of her cabin passengers:—

Mr. Condit, Mr. George Smith and lady, Master Smith, John Casey, J. Casey, Jr., Wm. L. Bigelow, J. Bigelow, J. Loomis, Rev. Mr. Johnson and lady, Mr. M'Voy, lady and child; Mr. Palfrey, 3 children and servant; Charles Sniffen, C. Reckett, Robert L. Ozzard, Mrs. M'Bride, Solomon Childs, Mr. Holly, J. Pollard, A. Watson, N. B. Ross, J. D. Price, A. M. Cooper, Thomas J. Wilmott, W. H. Dunning, J. Wright, John English, R. A. Nicol, S. Studley, C. C. Meeker, L. St. John, G. A. Tuthill; and 28 in the steerage.

P. S.—In the above statement we have given the facts as they appeared yesterday, according to the best information which could be collected. At the same time we are not without hopes that a better result will be realized. The vessels in question may have been disabled by the gale, and put into some of the West India ports to repair damages. Or if this is not the case with all, it may be so with one or two of them. Furthermore, it is not certain that the ship aground on the Tortugas was the Alabama; though such, at present, is the probability. We shall doubtless know more of the matter this morning, or in a day or two at farthest.

Fire at Montreal.—The buildings occupied by Mr. Phillips, grocer, as a back store, Mr. Brennan, tavern keeper, and Mr. Green, cabinet maker, on St. Paul's street, with much valuable property belonging to the tenants, were destroyed by fire on the night of the 14th inst.

[From the Boston Daily Advertiser.]

FUNERAL OF DR. SPURZHEIM.—On Saturday last the final tribute of respect was paid to the memory of this distinguished stranger, by a multitude of our citizens, whose respect and regard he had conciliated by his scientific reputation, and the amiable qualities of his private character. In the morning, his remains were attended by a procession to the Old South Church, the place appointed for the performance of the funeral services, and before 3 P. M. the hour at which they were to begin, every part of that large edifice was completely filled. The services were commenced with a fervent prayer by the Rev. Dr. Tuckerman; after which the eulogy of the deceased was delivered by Professor Follen, of the Theological Institution at Cambridge, himself a native of the same country with Dr. Spurzheim. In this discourse, the orator gave a brief sketch of the principal events of Dr. Spurzheim's life, of his scientific writings and general attainments, and of his character, in a very interesting and impressive manner. The following ode, written by the Rev. Mr. Pierpont, was then sung with great effect, by the Handel and Haydn Society.

Stranger, there is bending o'er thee
Many an eye with sorrow wet;
All our stricken hearts deplore thee;
Who, that knew thee, can forget?
Who forget what thou hast spoken?
Who, thine eye—thy noble frame!
But, that golden bowl is broken,
In the greatness of thy fame.
Autumn's leaves shall fall and wither
On the spot where thou shalt rest;
'Tis in love we bear thee thither,
To thy mourning Mother's breast.
For the stores of science brought us,
For the charm thy goodness gave,
To the lessons thou hast taught us,
Can we give thee but a grave?
Nature's priest, how pure and fervent
Was thy worship at her shrine!
Friend of man, of God the servant,
Advocate of truths divine,
Taught and charmed as by no other
We have been, and hoped to be;
But, while waiting round thee, Brother,
For thy light—'tis dark with thee.
Dark with thee!—No; thy Creator,
All whose creatures and whose laws
Thou didst love—shall give thee greater
Light than earth's, as earth withdraws.
To thy God thy godlike spirit
Back we give, in filial trust;
Thy cold clay—we grieve to bear it
To its chamber—but we must.

At the conclusion of the services, the remains were borne to the receiving tomb of the Mount Auburn Cemetery, followed by a large procession of citizens. It will be consoling to the friends of the deceased in his own country to know, that during his last illness he received every attention which kindness could suggest, or professional skill bestow; that the feeling of regret and sympathy for him was very deep and sincere; and that his funeral offices were performed by our citizens in a manner which exhibited their sensibility to departed worth.

NEW-YORK AMERICAN.

NOVEMBER 17, 19, 20, 21, 22, 23—1832.

VISIT TO ABBOTSFORD.—We cannot doubt that all our readers will peruse with deep interest the narrative we publish to-day, of a visit by an accomplished American family, of this city, to Sir Walter Scott. The taste, the delicacy, and the intelligence, which pervade this narrative, impart an additional charm to incidents, in themselves, of great—and now, melancholy—attribution. It is from the Journal of Prof. John McVickar, of Columbia College.

LITERARY NOTICES.

PERSUASION; A NOVEL. By Miss AUSTIN: 2 vols. Philad., CAREY & LEA.—The writer whom Sir Walter Scott designates as "the first of female novelists," and whom Miss Edgeworth, Miss Mitford, and the Quarterly Review unreservedly commend, cannot be kept too often before our eyes. It was therefore with satisfaction we found that Messrs. Carey & Lea had undertaken to publish a cheap edition of Miss Austin's novels. *Elizabeth Bennet*, or *Pride and Prejudice*, was issued several weeks ago; and now we have *Persuasion*, superior, in our judgment, both in power and interest, to its predecessor: and we are promised, in succession, *Mansfield Park*, *Sense and Sensibility*, and the other publications of this lady. They will, we are sure, be well received.

FAMILY CABINET ATLAS: Philad. Carey & Lea.—This is indeed a beautiful specimen, both of printing and map engraving. We had seen the London edition, and desired without venturing to hope, that an American reprint of so useful and elegant a work might appear. We are agreeably disappointed. An American edition is now before us,—clear, distinct, carefully colored, as to the maps, and in a type and upon paper that may vie with the English original. In the compass of a single duodecimo volume are comprised from 70 to 80 maps, of each of the most interesting portions of the globe, including two, not in the English copy, of the United States; comparative views of the highest mountains in both hemispheres, and of the chief rivers; together with from forty to fifty thousand names of places, to one half of which the latitude and longitude are added. The whole constitutes a volume, as handsome as it is useful, and which, better than the luxurious and more costly, but not by any means as truly valuable, publications under the title of *Annals*, would constitute a fitting holiday present.

SWITZERLAND, forming Vol. XIX. of *Lardner's Cabinet Cyclopaedia*: Philad. Carey & Lea.—Like the preceding histories of this series, that now before us is necessarily much compressed, though not to the omission of any material incidents. Beginning with the state of ancient *Helvetia*, before the birth of our Saviour, the history is brought down to within a year or two of the present time. Not the least interesting part of it is that which treats of the conduct of Switzerland during and since the French Revolution. We have little room for extracts, but we cannot omit that which relates the feat of William Tell, because we are glad to find the authenticity of that story re-asserted, after all the doubts thrown on it by what are called inquiring and philosophic historians. It is one of the few high heroic incidents, which occur at such long intervals in the annals of man; and we had rather believe in it, almost against evidence, than surrender a cherished illusion. "But," as is well quoted in the appendix by this writer, from Cox, "it is far from being a necessary consequence, because the authenticity of the story concerning the apple is liable to some doubt, that therefore the whole tradition relating to Tell is fabulous; neither is it proof against the reality of a fact, that it is not mentioned by contemporary historians. The gene-

ral history of William Tell is repeatedly celebrated in old German songs, so remarkable for their ancient dialect and simplicity as almost to raise the deeds they celebrate above all reasonable suspicion; to this may be added the constant tradition of the country, together with two chapels erected some centuries ago in memory of his exploits."

Our author thus briefly relates the story without any expression in the text of doubt or dissent, as to its authenticity:

Soon after occurred the famous episode of William Tell, momentous to the main plot in its issue. This man, who was one of the sworn at Rutli, and noted for his high and daring spirit, exposed himself to arrest by Gessler's myrmidons, for passing the hat without making obeisance. Whispers of conspiracy had already reached the vogt, and he expected to extract some farther evidence from Tell on the subject. Offended by the man's obstinate silence, he gave loose to his tyrannical humor, and knowing that Tell was a good archer, commanded him to shoot from a great distance at an apple on the head of his child. God, says an old chronicler, was with him; and the vogt, who had not expected such a specimen of skill and fortune, now cast about for new ways to entrap the object of his malice; and, seeing a second arrow in his quiver, asked him what that was for? Tell replied, evasively, that such was the usual practice of archers. Not content with this reply, the vogt pressed on him farther, and assured him of his life, whatever the arrow might have been meant for. "Vogt," said Tell, "had I shot my child, the second shaft was for thee; and be sure I should not have missed my mark a second time!" Transported with rage not unmixed with terror, Gessler exclaimed, "Tell! I have promised thee life, but thou shalt pass it in a dungeon." Accordingly, he took boat with his captive, intending to transport him across the lake to Kussnacht in Schwyz, in defiance of the common right of the district, which provided that its natives should not be kept in confinement beyond its borders. A sudden storm on the lake overtook the party; and Gessler was obliged to give orders to loose Tell from his fetters, and commit the helm to his hands, as he was known for a skillful steersman. Tell guided the vessel to the foot of the great Axenberg, where a ledge of rock, distinguished to the present day as Tell's platform, presented itself as the only possible landing-place for leagues around. Here he seized his cross-bow, and escaped by a daring leap, leaving the skiff to wrestle its way on the billows. The vogt also escaped the storm, but only to meet a fate more signal from Tell's bow in the narrow pass near Kussnacht. The tidings of his death enhanced the courage of the people, but also alarmed the vigilance of their rulers, and greatly increased the dangers of the conspirators, who kept quiet. These occurrences marked the close of 1307.

THE SWISS FAMILY, ROBINSON; 1 vol.; Boston, Munroe & Francis.—We spoke of this little work last week on occasion of its publication here by the Harpers, as part of their Library for Young People. The edition now before us is from Boston, in one volume—that of the Harpers is in two—and is well and very legibly printed.

INDIAN BIOGRAPHY, by B. B. Thatcher, Esq., with engravings—2 vols.: Harpers, New York.—This very interesting account of those individuals who have been most distinguished among the aborigines of our country, commences with the Indian tribes of Virginia, at the date of the Jamestown settlement, when the celebrated Powhatan nearly exterminated the English adventurers. The person and manner of living of the warrior are described; and his native courtesy, military talents, independence, and simplicity of character, are happily depicted. The melancholy story of Pocahontas, too, gives a painful interest to this portion of the work.

The biography of the Virginian chieftains, is, throughout, interesting. They seem from the first, with a penetration which the experience of their history only enables us to appreciate, to have foreseen the danger that threatened their race from the encroachments of the white. These apprehen-

sions were indeed frequently lulled for a time by the artifices of the Europeans, but they soon manifested themselves again in some savage and daring attempt to exterminate the colonists; among these the most eventful detailed was the horrible massacre of the 22d March, 1682, an era but too memorable in Virginian history. It is thus described in the work before us:—

"The various tribes engaged in the conspiracy were drawn together, and stationed in the vicinity of the several places of massacre, with a celerity and precision unparalleled in the annals of the continent. Although some of the detachments had to march from great distances, and through a continued forest, guided only by the stars and moon, no single instance of disorder or mistake is known to have happened. One by one, they followed each other in profound silence, treading as nearly as possible in each other's steps, and adjusting the long grass and branches which they displaced. They halted at short distances from the settlements, and waited in death-like stillness for the signal of attack."

"The hour being come, the savages knowing exactly in what spot every Englishman was to be found, rose upon them at once. The work of death was commenced, and they spared neither sex nor age, man, woman, nor child. Some entered the houses under color of trade. Others drew the owners abroad upon various pretences; while the rest fell suddenly on such as were occupied in their several labors. So quick was the execution, that few perceived the weapon or blow which despatched them. And thus in one hour, and almost at the same instant, fell three hundred and forty-seven men, women and children; most of them by their own arms, and all, (as Stith observes,) by the hands of a naked and timid people, who durst not stand the presenting of a staff in the manner of a firelock, in the hands of a woman."

Those who had sufficient warning to make resistance, saved their lives. Nathaniel Causie, an old soldier of Captain Smith's, though cruelly wounded, cleaved down one of his assailants with an axe; upon which the whole party who had surrounded him fled, and he escaped. At another place, two men held possession of a house against sixty Indians.—At Warrasqueske, a Mr. Baldwin, whose wife was so badly wounded that she lay for dead, by repeatedly discharging his musket drove off the enemy, and saved both her and himself. Ralph Hamer, the historian, defended himself in his house, successfully, with spades, axes, and brickbats. One small family, living near Martin's Hundred, where as many as seventy-three of the English were slain, not only escaped the massacre, but never heard any thing of it until two or three days afterwards. Jamestown and some of the neighboring places were saved by the disclosure of a Christian Indian named Chance, who was confidentially informed of the design by his brother, on the morning of the 22d.

Our author next makes a good deal out of the history of the Carolina Indians. The dusky forms of Menatenon, King of the Chowanocks, Ensenore, Granaganimio and Wingina, successively pass before us; after which the bold tribes of New England, the Wampanoags, Narragansetts, and Pequots engage our attention. Massasoit, Miantonimio, Uncas, Canonechet, and the princely Philip of Pokanoket, that barbaric sage and real hero of romance—each affording in their unhappy lives a theme of poetic interest—concludes this volume.

In Volume Second, we have a summary account of the Five Nations, their intercourse with the European colonies, and their wars with other tribes. Among other stirring matters, the Adventures of a doughty hero, yept *Black Kettle*, who in 1691, made an irruption into the country round Montreal, at the head of several hundred men. He overran Canada, (say the French annalists,) as a torrent does the low lands, when it overflows its banks, and there is no withstanding it. The troops at the stations received orders to stand upon the defensive; and it was not until the enemy were returning home victorious, after having desolated all Canada, that a force of four hundred soldiers was mustered to pursue them. *Black Kettle* is said to have had but half that number with him at this juncture, but he gave battle, and fought desperately. After losing twenty men slain, with some prisoners, he broke thro' the French ranks and marched off, leaving a large number of the enemy wounded and killed.

What is one of Scott's "Moss-troopers" to such a fellow as that? But our border history is full of such characters and incidents, though we rather think that *Black Kettle* (who we dare say had a decent enough name in Iroquois), like William of Deloraine, was the crack fighter of his day. These Five-Nation people were great talkers,—almost as great as some of our Congressmen in these degenerate days. Among those who kept the floor with most effect, may be mentioned Garangula, an Onondaga'chief, Decanesora, of the same tribe, who repeatedly addressed the Council at Albany, in 1694, Captain Pipe, of the Delawares, and our own Red-jacket; specimens of all of whose eloquence, with those of other orators, are given by Mr. Thatcher. Of Tecumseh, the following interesting anecdote is told:

In one of the sorties from Fort Meigs, a hundred or more of the American garrison were taken prisoners, and put into Fort Miami. Here, M'Afee and others relate that the British Indians garraish ed the surrounding rampart, and amused themselves by loading and firing at the crowd within, or at particular individuals. This proceeding is said to have continued nearly two hours, during which time 20 of the unfortunate prisoners were massacred. The chiefs were at the same time holding a council to determine the fate of the residue. A blood-thirsty mob of cut-throat Pottawatomies were warmly in favor of despatching them all on the spot, while the Wyandots and Miamias opposed that course. The former prevailed; and had already systematically commenced the work of destruction, when Tecumseh, decrying them from the batteries, came down among them, reprimanded the ring-leaders for their dastardly barbarity in murdering defenceless captives in cold blood, and thus saved the lives of a considerable number. That all this was done by express permission of the English commander, and in presence of the English army, as is farther stated, it does not belong to us, in the pursuit of our present subject, either to assert or prove. If there be any truth in the charge, or in a tithe of those of the same character which have been brought against the same party, the sooner the veil of oblivion is dropped over them, the better.

These incidents, we believe, have often before been brought before the public eye; though we are not aware whether a different complexion was ever given them by those whom they so disgracefully reflect upon. We have room but for one quotation more, though the volume abounds in passages of interest. It shows the school in which our backwoods-men learned their lessons of unshrinking courage and desperate resources in the extremity of peril:

A dwelling house in Kentucky was attacked by a party of Indians. The proprietor, Mr. Merrill, was alarmed by the barking of his dog. On going to the door he received the fire of the assailants, which broke his right leg and arm. They attempted to enter the house, but were anticipated in their movement by Mrs. Merrill and her daughter, who closed the door in so effectual a manner as to keep them at bay. They next began to hew a passage through the door, and one of the warriors attempted to enter through the aperture; but the resolute mother seizing an axe, gave him a fatal blow upon the head, and then with the assistance of her daughter, drew his body in. His companions without, not apprized of his fate, but supposing him successful, followed through the same aperture, and four of the number were thus killed before their mistake was discovered. They now retired a few moments, but soon returned, and renewed their exertions to force the house. Despairing of entering by the door, they climbed upon the roof, and made an effort to descend by the chimney. Mr. Merrill directed his little son to empty the contents of a large feather-bed upon the fire, which soon caused so dense and pungent a smoke, as nearly to suffocate those who had made this desperate attempt, and two of them fell into the fire-place. The moment was critical; the mother and daughter could not quit their stations at the door; and the husband, though groaning with his broken leg and arm, rousing every exertion, seized a billet of wood, and with repeated blows despatched the two half smothered Indians. In the meantime the mother repelled a fresh assault upon the door, and severely wounded one of the Indians, who attempted simultaneously to enter there, while the others descended the chimney.

We must not take leave of Mr. Thatcher's book without recommending it as one of the most valuable works that has yet been incorporated with the Family Library; and we only wish that the Messrs. Harpers would add more such national publications to that collection, instead of adopting many English works, which, like Southey's *Nelson*, and Galt's *Byron*, for instance, however entertaining in themselves, had no business in such company.

THE PLANTER'S GUIDE; by Sir Henry Stuart, Bart.; J. Thorburn & Sons, New York.—We take very great pleasure in introducing the first American edition of this celebrated work to our readers. The instructions of Sir Henry Stuart on the best method of giving immediate effect to wood by the transplanting of large trees and underwood, and turning as by magic a barren heath into a thriving forest, attracted the greatest attention when first made known in Europe. A committee of which Sir Walter Scott was chairman, was at once appointed by the Highland Society (we believe) of Scotland, to examine into the results of his new method of landscape gardening, and their report proved of so satisfactory a character, that the date of its promulgation may be looked upon as a new era in that delightful art. We remember shortly afterwards in the columns of this paper calling the attention of people of rural taste to the improvements in planting thus suggested; and we have also upon more than one occasion referred to the work, when speaking of that very ingenious and successful method of planting pursued in our public squares in this city, by which at least three out of three hundred trees set out every year survive the date of their removal: thus practically proving, that they who attain to such extraordinary results, know about as much of any just system of arboriculture, and are as much qualified to superintend such improvements, as those who, in McAdamizing the Third Avenue, have sacrificed the very first principles of the ingenious road-maker, by introducing gravel among cobble stones. Our city planters set every law of physiology at defiance, by clipping the roots and pollarding the branches of trees; and we have been more than once amused at the sang froid with which we have seen one laborer in the Park and elsewhere gently sawing off the root of some poor doracinated sapling, to accommodate it to the size of a hole that had been dug by another laborer, and afterward amputate the branches with the same coolness, to prevent, we suppose, the baseless structure from falling beneath any puff of wind that chose to assail it. This method, or want of method, however, prevails more or less everywhere; and Sir Henry Stuart makes vigorous war upon all those who adopt so preposterous a way of assisting nature, or reconciling her to violent changes. He teaches the art of removing large trees, and securing the future growth, at little expense; and one of his greatest difficulties in communicating this knowledge, is to remove the obstructions which ignorance and prejudice oppose to his system. Our limits will not allow us here to enter into the particulars of his new modes of arboriculture; but after what we have said of the old, it may be well to state that the secret of his wonderful success—for he transplants trees of nearly fifty years growth—consists in the utmost precaution against mutilating either their roots or branches,—which precaution he is enabled to take by means of a machine of his own invention for raising, transporting, and replacing large trees. The work before us, however, is by no means confined to a history of his invention. But every thing relating to the culture of trees, the properties of soils, opinions respecting the same by the most celebrated agriculturists in both ancient and modern times, the disposition of underwood, calculations of the expenses of various rural improvements, and every thing in short relating to this subject that can interest a country gentleman, are included.

The work is beautifully printed in a large octavo, with plates, and the public spirit of Messrs Thorburn & Sons cannot be too much commended for getting up such a publication in a country where, while nature has lavished her most beautiful creations in forests whose stupendous vegetation is magnificent beyond description, man, if he does not do all he can to denude her of her loveliest vesture, at least but seldom thinks of replacing it when torn away by the barbarous hands of others.

THE AMERICAN ALMANAC AND REPOSITORY OF USEFUL KNOWLEDGE, for the year 1833; Boston, Gray & Bowen.—We cordially welcome this fourth in the series of the American Almanac, and cannot say too much in recommendation of it, as a volume suited to all classes and pursuits. It is got up as to mechanical execution very well; its scientific part, superintended by Mr. Paine, is admirably and accurately executed; its selections of miscellaneous "useful knowledge," are made with discrimination, and are of enduring value.

The labor and the expense of such a compilation are very great; and, as yet, the public spirited conductors of it have not reaped any adequate remuneration from it. We are sure that no one who buys it will ever think the money it costs could have been better applied.

LITTELL'S MUSEUM OF FOREIGN LITERATURE AND THE ARTS, FOR NOVEMBER, is embellished with a handsome engraving, and contains several very valuable articles. The following is a list of the contents of the number:—Editorial Notices; To Sir Francis Baudett; Important Experiments; New Steam Carriage; Population of the principal British Towns; The Thunder-struck; The Boxer; Poems, by William Cullen Bryant; Free Trade; The Music of Nature; The Home of Love; Lady Blesington's Conversations with Lord Byron; Letters on Natural Magic; The Rhiphenes; Oriental Smoking; English Song Writers; La Fayette and the Revolution of 1830; Ferrall's Ramble through the United States; Introduction of the Wood-Grouse, or Capercalze into Scotland.

THE AMERICAN TURF REGISTER.—The November number is embellished with a fine engraving of Zilcaadi, the property of Mr. Senator Johnston, of Louisiana. He was one of the horses presented by the Sultan to Mr. Rhind. The table of contents for this number is as follows:—

Accounts of Zilcaadi; speed of Flying Childers; Horses of olden time; King Hiram; performances of Crusader; General Kosciusko's horse; the Cub Mare and her daughter, Slammerkin; dissertation on Blood Horses continued; General Eaton's Arabians; Archy stock in Kentucky; Byron. Veterinary—namely, Wind sucking in horses; Cure for snags, cuts and bruises; Deer hunting; Hunting the wild cat; Tennessee field sport; A good shot; the English hare; an English fox hunt. Poetry—Look before you Leap [with a comic cut]; Canvass back ducks. Sporting Intelligence—viz., Resignation of General Forman, President of the Maryland Jockey Club; reply to X. on the word colt; Sir Archy, Junr., and Clara Fisher; Luzborough and Fyde; Truffle; Eclipse; Madison (Ky.) Course; Winterfield (Va.) Course; Virginia Taylor and Miss Mattie; Trotting on Hunting Park Course; Racing in 1795. Racing Calendar—viz., Races at Lancaster, Penn.; Winterfield, Va.; Franklin, Tenn.; Dutchess county, N. Y.; New Market, Va.; Washington, D. C.; Central Course, Balt. Turf Register Pedigrees.

From which it will be seen that this number of the Register contains much entertaining matter.

We close the week's Review—omitting necessarily till next week the notices of several works on our table—by the following very pretty lines by Miss Fanny Kemble. We take them from the New York Mirror:

AUTUMN.

Written after a ride by the Schuylkill, in October.—By Miss Fanny Kemble
Thou comest not in sober guise,
In mellow cloak of sunset clad—

Thine are no melancholy skies,
Nor hueless flowers, pale and sad;
But, like an emperor, triumphing,
With gorgeous robes of Tyrian dyes,
Full flush of fragrant blossoming,
And glowing purple canopies,
How call'st thou this the season's fall,
That seems the pageant of the year?
Richer and brighter far than all
The pomp that spring and summer wear,
Red falls the westerling light of day
On rock and stream and winding shore;
Soft woody banks and granite gray
With amber clouds are curtained o'er;
The wide clear waters sleeping lie
Beneath the evening's wings of gold,
And on their glassy breast the sky
And banks their mingled hues unfold.
Far in the tangled woods, the ground
Is strewn with fallen leaves, that lie
Like crimson carpets all around
Beneath a crimson canopy.
The sloping sun with arrows bright
Pierces the forest's waving maze;
The universe seems wrapt in light,
A floating robe of rosy haze.
Oh Autumn! thou art here a king—
And round thy throne the smiling hours
A thousand fragrant tributes bring,
Of golden fruits and blushing flowers.

Oh! not upon thy fading fields and falls
In such rich garb doth Autumn come to thee,
My home!—but o'er thy mountains and thy dells
His foot-steps fall slowly and solemnly.
Nor flower nor bud remaineth there to him,
Save the faint breathing rose, that, round the year,
Its crimson buds and pale soft blossoms dim,
In lowly beauty constantly doth wear.
O'er yellow stubble lands in mantle brown
He wanders through the wan October light:
Still as he goeth, slowly stripping down
The garlands green that were the spring's delight.
At morn and even thin silver vapors rise
Around his path: but sometimes at mid-day
He looks around the hills with gentle eyes,
That make the sallow woodlands fields seem gay.
Yet something of sad sovereignty he hath—
A sceptre crown'd with berries ruby red,
And the cold sobbing wind bestows his path
With wither'd leaves, that rustle 'neath his tread;
And round him still, in melancholy state,
Sweet solemn thoughts of death and of decay,
In slow and hush'd attendance, ever wait,
Telling how all things fair must pass away.

FOREIGN INTELLIGENCE.

LATER FROM EUROPE.—The packet ship *President*, from London, furnishes papers from that place to 16th ult., ten days later than before received.

The Belgian question seems likely, after all, to require the interposition of actual force for its solution. Accordingly, a combined fleet of France and England is to rendezvous at Spithead, in order to proceed to blockade the Scheldt, and, we presume, the coast of Holland also;—that is to say, if the exhibition of a force in readiness to do so, should not have the effect of subduing King William. It may be, that he has committed himself so strongly before the nation not to yield to anything but actual and superior force, that nothing short of such a force being prepared to coerce him, would justify him in the eyes of his people in giving up. On the other hand, it is possible that the Northern Powers are resolved to sustain Holland, at all events; though with France and England combined against them, we must doubt upon their venturing upon war.

[From the Portsmouth Herald.]

NAVAL INTELLIGENCE.—Orders have been issued for the assembling at Spithead, with as little delay as practicable, of a powerful squadron, to be placed under the command of Sir P. Malcolm, for the sake of proceeding to the Scheldt, and of acting in conjunction with a French fleet, in enforcing compliance on the part of the King of Holland with the wishes of the five Powers. The British squadron will consist of the following ships: five sail of the line, viz: *Revenge* 78, *Spartiate* 76, *Donagel* 78, *Wellesley* 74, and *Talavera* 74. Four frigates, viz: *Southampton* 62, *Vernon* 50, *Stag* 46, and *Castor* 36. Two corvettes, viz: *Volage* 28, and *Conway* 28. Seven brigs, viz: *Nimrod* 20, *Scout* 18, *Rover* 18, *Satellite* 18, *Larne* 18, *Childers* 18, and *Snake* 16. Two steamers, viz: *Dee*, and *Rhadamanthus*. Of these, the *Spartiate*, *Donagel*, *Southampton*, *Vernon*, *Castor*, *Volage*, *Conway*, and *Larne*, are already at this port. The *Wellesley*, *Nimrod*, and *Satellite*, are at Plymouth. The *Scout*, *Snake*, *Rover*, *Dee*, and *Rhadamanthus*, are at Sheerness. The *Talavera*, *Revenge*, *Stag*, and *Childers*, are at Lisbon. Orders have been sent out for them to return immediately to England, and it is expected that in

about three weeks the whole of the above squadron will be assembled at Spithead.

We can announce positively that orders have been given for the sailing of a British fleet to the Scheldt: but so inexplicable does the continued recusancy of the King of Holland appear, that until the positive fact may be made manifest by the result, there is even yet a credulity as to the expressed resistance of Holland being carried into effect.

While we are treating of this subject we may take the opportunity to remark that the nomination of the party of the Doctrinaires to the numerical predominance of the French Cabinet, is an assurance to the Continental Powers, that should events render necessary the entrance of the French army into Belgium, such foreign auxiliaries would not be allowed to remain within the frontiers of Belgium one hour longer than might be necessary for the accomplishment of the single object of compelling the total evacuation of the Belgium territories by the Dutch.—[London Courier.]

The English newspapers, we observe, are full of wild surmises and inferences respecting the affairs of the late Sir Walter Scott. A paragraph quoted from a magazine into the Times says, with most unjust and absurd sarcasm, that Scotland will permit Abbotford to be brought to the hammer to satisfy the creditors of the illustrious deceased. The truth is, there will be no need for either Scotland or England interposing to prevent such a catastrophe. Of the debts included in Sir Walter Scott's trust-deed of February, 1829, 21,000*l.* remain unpaid, exclusive of interest; excluding all other debts, the expenses of his journey, death-bed, &c., the whole does not exceed 30,000*l.* Now, such are the prospects of further profit from cheap editions of his writings, that the family are enabled to come forward and offer to the creditors upon trust the whole sum still due, deducting interest, which, there is no reason to doubt, will be accepted.—*Advertiser.*

The above, we believe, is strictly correct. Our cotemporary adds, that Sir Walter's family may even be enriched by his writings if Parliament grant a renewal of the copyright; and this may also be true, but it depends upon too many contingencies to enter into calculations at present.

In France, contrary to our expectation, the new Ministry has been formed with a soldier at its head—*Marshal Soult*.

The composition of the entire Cabinet stands thus: *Marshal Soult*—President of the Council and Minister of War.

Duke de Broglie—Foreign Affairs (in the place of Sebastiani.)

M. Thiers—Minister of the Interior, in the place of Montalivet.)

M. Humann—Finance, (in the place of Baron Louis.)

M. Guizot—Public Instruction (in the place of Girod de l'Ain.)

Admiral de Rigny—Marine (remain as before.)

M. Barthe—Seals and Justice (remain as before.)

Count de Argout—Commerce and Public Works (remain as before.)

Of these, *M. Humann*, *M. Thiers*, *M. Guizot*, and *M. Barthe*, are members of the Chamber of Deputies.

Messrs. Louis and *Girod de l'Ain* are made Peers of France.

M. Montalivet, late Minister of the Interior, assumes the intendency of the Civil List.

It seems to us impossible this cabinet should stand against the assaults that await it from the Chamber of Deputies, where *M. Dupin* alone, probably—if he could have entered the ministry upon his own terms, with the associates he might have designated, and at liberty to pursue his own line of public policy—could have commanded a decisive ministerial majority. As it is, *M. Dupin* can be at best only a *quasi* friend, and in discussing the measure of declaring Paris in a state of siege, which will be the great charge against the ministry, and which the new associates in power of *Marshal Soult* must with him endeavor to justify, *M. Dupin* is already committed against them. The doctrinaires, moreover as a party, and *Messrs. de Broglie* and *Guizot* are its magnates, have been already tried since the revolution of July, and failed to conciliate the confidence of either foreign powers or the French people. A large creation of Peers had taken place on the accession

of the new ministry, and among them we find the names of M. M. Villemain and Cousin, distinguished literary men.

A Royal ordinance, dated Thursday, 13th, creates fifty-nine peers, among whom we find the following—Marshal Grouchy, Count Berenger, Marshal Gerard, Major General Athalin, M. Durand de Maureuil, M. Bertin de Vaux, and M. Villemain.

An entire change is announced in the Spanish Ministry. It is stated that Ferdinand, on his partial recovery, being informed by the Queen and the other Neapolitan Princesses of what had been going on during his extreme illness, to favor the views of Don Carlos, ordered Calomarde, who has long been Prime Minister, into exile, and appointed M. Zea Bermudez, who has been four years Minister to England, to fill the vacant post.

Another attempt was made on 29th September on Oporto. It was Michaelmas, or St. Michael's day, and the Miguelites took the day of his patron saint as that on which they would endeavor to humble and subdue his enemies; but according to the letter of the Marquis Palmella, they were foiled with great loss. In other respects affairs remain as before.

Lord Carlisle has resigned his seat in the British Cabinet, on account of ill health. Lord Holland is also much indisposed by debility.

Sir Robert Hardy died of Cholera in Ireland, early in October.

Lord Nugent, Governor of the Ionian Islands, had embarked with his suite, on board the Ceylon, at Davenport.

THOMAS MOORE, Esq.—The Political Union of Limerick has resolved to put this gentleman in nomination as one of the members of that city. Mr. Moore's election may be considered a matter of almost as much certainty as if it had taken place.

MELANCHOLY.—In the shipwreck off the harbor of Liverpool on 7th ult. of the ship *Grecian*, bound to Boston, the following distressing incidents occurred:

As the *Grecian* drifted into Bootle Bay, she began to fill with water. The captain and crew were considerably alarmed; but they never thought of quitting while a hope remained that it was possible to save the vessel. They delayed so long that there was danger of their perishing, and in the confusion of a moment full of terror, they found great difficulty in getting the boat out. Still their accustomed order prevailed: the captain leaped in first, the only woman on board followed, and then the crew. Just as they were about to push off, the poor woman discovered that her child had been left behind. Her maternal feelings prevailed over her desire of safety, and, in defiance of the remonstrance of the captain, she seized the side of the vessel, and got on board. The child being left in the cabin, she rushed down for it; but before she could return, the vessel gave a sudden reel and sank. Such was the rush of waters to fill up the dismal chasm her sinking occasioned, that the boat narrowly escaped being swamped, and the persons in it had the melancholy terror to see nothing but the top of the masts where, a moment before, rode their gallant bark. The poor woman and her child—and a mother's strong affections deserved a better fate—perished without giving a single signal of distress, and they had for their companion in death the unfortunate steward, who, through some mistake, had remained behind.

The *William Neilson*, for New-Orleans, perished in the same storm.

The unfortunate ship struck on the edge of the Bank, near to Formby Channel. How long she stuck together will never be known, all hands on board having perished. It is probable, however, that she did not remain together long, and that she broke up before night set in. Next morning, at daybreak, part of her was washed up on the North Shore.—Her letter bag was found on the strand near Bootle. When opened, the bag was found to have been stuffed with chaff, which Capt. Platt, who knew it contained letters of importance belonging to his owners, is supposed to have put in to render it buoyant. So much presence of mind had the unfortunate man when certain and instant death stared him in the face! Fragments of wreck and packages of goods covered the shore, while several articles were picked up floating in the river and in the basins. The southeast corner of the Prince's Dock basin, besides several large spars belonging to the unfortunate ship, was filled with innumerable fragments of wreck, which, by the action of the wind and the waves, had been rendered so minute that they might

have been made so by the skill of the carpenter. The sight was truly melancholy. The owner identified several parcels as those which had belonged to the ill-fated ship. Besides the captain and crew, all of whom have perished, there were on board the *William Neilson* three passengers; namely, Mr. Sommerville and his two daughters. Mr. S. was an Englishman by birth, but had for many years been attached to the theatrical profession in the United States. His daughters, who were both under twenty years of age, had been educated in England, and he had come hither for the purpose of conveying them to New Orleans. Alas! the hapless father and his poor children were doomed to perish in a few hours after leaving a port which they had left in the fullness of hope and confidence. It is worthy of remark, that Mr. Sommerville, after putting his luggage and theatrical dresses on board the *David Cannon*, for New Orleans, was left behind by the that vessel, which sailed twelve days ago. The *William Neilson* was the first ship destined for the same port, and in her he and his children unfortunately embarked. Not less than twenty-six persons, it is estimated, perished with this vessel.

[From the *London Spectator* of 13th Oct.]

Lord Durham arrived at his house in Cleveland Row on Thursday. Two objects have been assigned to his Lordship's mission,—the first, to obtain the sanction of Nicholas to such measures of coercion as might be necessary to the settlement of the long disputes between Belgium and Holland; the second, to obtain for the Poles some mitigation of their slavery, if not their restoration to independence. The general impression is, that in the first of these objects Lord Durham has been so far successful, that Russia will not interfere to prevent England and France from compelling the evacuation of Belgium by the Dutch troops, or, in other words, from giving effect to the repeated resolutions of the Conference; and that in respect of the second, he has only succeeded so far that, as matter of grace and favor, some more merciful treatment may be dealt to Poland than it has hitherto experienced. We repeat the reports of the day in these statements. What Lord Durham sought, and what he obtained, we shall not clearly know until Parliament meet, if we are permitted to know it then.

A Cabinet Council was held on Thursday, subsequent to Lord Durham's arrival,—for the purpose, we presume, of enabling him to submit to his colleagues the information he had procured, and the conclusions he had come to. Earl Grey has a sea of difficulties before him; but we trust,—and from his past success, we have grounds for our trust,—that he will top its highest and most threatening wave. Ireland is extremely unsettled, though not so much so as the bellowing of O'Connell would persuade us. The people of that country are not to be most feared when they make the most noise. The Colonies require attention. Mauritius has cast off its allegiance to the King, and Jamaica to the law; but neither is the bluster of a few thousand men in the East or the West an object of deep or serious apprehension.

In Portugal, Ministers have an object that more requires their cares. If Pedro succeed, then all will be well; but if Pedro fail, we fear that the people of England, if not the Government, have embarked too deeply in the struggle to retire with honor and ease. Perhaps, after all the guesses at Lord Durham's mission, it had reference to the South as much as the North of Europe. It is at all times difficult to draw the line where the neutrality of surrounding States in respect of such a contest as that now waging between Pedro and Miguel should cease. There is one rule, however, which seems abundantly clear—either interference ought not to be attempted at all, or it should go through. If Ministers were to send an expedition to Oporto, and compel the abdication of Miguel and the establishment of his niece's power, they would doubtless give deadly offence to their enemies: if they permit Don Pedro to be worsted and Miguel to succeed, and, as a necessary consequence, the English interests in Portugal to be sacrificed, they will go far to forfeit the affection and support of their friends.

Spectator Office, Saturday 13th Oct.

It appears from last night's Gazette, that Parliament is to be further prorogued till the 11th December. It is, we believe, resolved that the dissolution shall take place on an early day of December, and that the new Parliament shall meet in January.

TURKEY AND EGYPT.

The Turkey mail of this morning brings intelligence of the greatest importance. The army of the Pacha of Egypt was within a few days' march of the

Turkish capital, and no troops to oppose their victorious career. A letter from Smyrna, dated Sept. 5, states that they daily expected to learn of important events having occurred at Constantinople, towards which city the Egyptians were rapidly advancing, and must then have been within a few days' march, as they passed Kouika 20 days before, and had been joined by the people every where in their progress. The government at Constantinople was in a most critical state. The cholera had made its appearance at Constantinople; the plague was on the decline.

ALEXANDRIA, Aug. 24.—You have already heard of a naval action which took place in August between Cyprus and Rhodes, of which I hope soon to send you the bulletin. We learn for the present that the Victory was on the side of the Egyptians, that a Turkish ship of the line was destroyed, and a frigate, two corvettes, and three brigs taken by the Egyptians. These six prizes have already arrived in our harbor. I inclose the eighth bulletin of the army of Syria. The greater part of this bulletin we have already published from accounts received at Marseilles. The conclusion is as follows:

According to the report of Arif Bey, the enemy's army at Homs consisted of 36,000 regular troops, of whom hardly 5,000 remained with Hussein Pacha. In the action at Beyland we lost in killed and wounded twenty men.

MISCELLANY.

[From the *London Literary Gazette*.]

THE WORKS OF LORD BYRON. Vol. X.—London.

This volume is full of interesting notes—so many of the feelings have their history; while it is curious to see how

"the sleeping images of things
Start at a touch, and struggle into life."

And its editor well observes:

"The contents of this volume are so miscellaneous, that we have found it necessary to give our observations on the several pieces in immediate connexion with each as it occurs. On the whole, the section of the author's life to which these belong is, perhaps, the most deeply interesting of all; and certainly there is none which has been more clearly and touchingly reflected in his poetry. Indeed, the course of his personal feelings may be traced with hardly less distinctness in the romantic tales of *Lara*, the *Siege of Corinth*, *Parisina*, and the *Prisoner of Chillon*, than in the occasional stanzas with which they are intermixed—even in the six remarkable effusions expressly originating in his separation from Lady Byron.

With regard to the first of those domestic pieces, the *Fare thee well*, we have seen, since the sheet containing it was sent to the press, the original draught of it; and, had it fallen under notice sooner, we should have presented the reader with a facsimile. The appearance of the MS. confirms, and more than confirms, the account of the circumstances under which it was written, given in the notices of Lord Byron's Life. It is blotted all over with the marks of tears. We have also observed, that the motto from *Christabel*, which now stands at the head of *Fare thee well*, did not appear there until several editions had been printed. Mr. Coleridge's poem was, in fact, first published in June 1816, and reached Lord Byron after he had crossed the Alps in September. It was then that he signified his wish to have the extract in question affixed to all future copies of his stanzas; and the reader, who might have doubted Mr. Moore's assertion, that Lord Byron's hopes of an ultimate reconciliation with his lady survived even the unsuccessful negotiation prompted by the kind interference of Madame de Staël, when he visited her at Copet, will probably now consider the selection and date of this motto as circumstances strongly corroborative of the biographer's statement:—

"A dreary sea now flows between,
But neither heat, nor frost, nor thunder,
Shall wholly do away, I ween,
The marks of that which once hath been!"

The saddest period of Lord Byron's life was also, we see, one of the busiest. His refuge and solace were ever in the practice of his art; and the rapidity with which he continued to pour out verses at this melancholy time, if it tended to prolong some of his personal annoyances, by giving malevolent critics fresh pretences for making his private affairs the subject of public discussion, has certainly been in no respect injurious to his poetical reputation.

The notes on the "Ode to Napoleon" show how often the germ of some prose remark ripened into poetry. Witness the following:—

"Out of town six days. On my return, find my poor little pagod, Napoleon, pushed off his pedestal. It is his own fault. Like Milo, he would rend the oak; but it closed again, wedged his hands, and now the beasts—lion, bear, down to the dirtiest jackal—may all tear him. That Muscovite winter wedged his arms—ever since he has fought with his feet and teeth. The last may still leave their marks; and 'I guess now,' (as the Yankees say,) that he will yet play them a pass."

"Sylla.—We find the germ of this stanza in the diary of the evening before it was written: 'Me thinks Sylla did better; for he revenged, and resigned in the height of his sway, red with the slaughter of his foes—the finest instance of glorious contempt of the rascals upon record. Dioclesian did well too; Amurath not amiss, had he become aught except a dervise; Charles the Fifth but so so; but Napoleon worst of all.'"

"Alter 'potent spell' to 'quickening spell:' the first (as Polonius says) 'is a vile phrase,' and means nothing, besides being common-place and Rosa-Matildish. After the resolution of not publishing, though our Ode is a thing of little length, and less consequence, it will be better altogether that it is anonymous."

All Byron's corrections seem to have flashed upon him; and what improvements they always were! Those fine lines,

"But who would soar the solar height,
To set in such a starless night?"

stood thus in the original manuscript—

"But who would rise in brightest day
To set without one parting ray?"

"The last three stanzas, which Lord Byron had been solicited by Mr. Murray to write, to avoid the stamp duty then imposed upon publications not exceeding a sheet, were not published with the rest of the poem. 'I don't like them at all,' says Lord Byron, 'and they had better be left out. The fact is, I can't do any thing I am asked to do, however gladly I would; and at the end of a week my interest in a composition goes off.'"

"In one of Lord Byron's MS. diaries, begun at Ravenna in May 1821, we find the following: 'What shall I write? Another Journal? I think not. Anything that comes uppermost, and call it *My Dictionary*. Augustus.—I have often been puzzled with his character. Was he a great man? Assuredly; but not one of my great men. I have always looked upon Sylla as the greatest character in history, for laying down his power at the moment when it was

'Too great to keep or to resign.'

and thus despising them all. As to the retention of his power by Augustus, the thing was already settled. If he had given it up, the commonwealth was gone; the republic was long past all resurrection. Had Brutus and Cassius gained the battle at Philippi, it would not have restored the republic. Its days ended with the Gracchi; the rest was a mere struggle of parties. You might as well cure a consumption, or restore a broken egg, as revive a state so long a prey to every uppermost soldier, as Rome had long been. As for a despotism, if Augustus could have been sure that all his successors would have been like himself—(I mean not an Octavius, but Augustus)—or Napoleon could have insured the world that none of his successors would have been like himself—the ancient and modern world might have gone on, like the empire of China, in a state of lethargic prosperity. Suppose, for instance, that instead of Tiberius and Caligula, Augustus had been immediately succeeded by Nerva, Trajan, the Antonines, or even by Titus and his father—what a difference in our estimate of himself! So far from gaining by the contrast, I think that one half of our dislike arises from his having been heired by Tiberius, and one half of Julius Cæsar's fame from his having had his empire consolidated by Augustus. Suppose that there had been no Octavius, and Tiberius had 'jumped the life' between, and at once succeeded Julius? and yet it is difficult to say whether hereditary right or popular choice produces the worse sovereigns. The Roman consuls make a goodly show; but then they only reigned for a year, and were under a sort of personal obligation to distinguish themselves. It is still more difficult to say which form of government is the worst—all are so bad. As for democracy, it is the worst of the whole; for what is, in fact, democracy? An aristocracy of blackguards.

"On being reminded by a friend of his recent promise not to write any more for years, 'There was,' replied Lord Byron, 'a mental reservation in my pact with the public, in behalf of *anonymes*; and even had there not, the provocation was such as to

make it physically impossible to pass over this epoch, of triumphant tameness. 'Tis a sad business; and, after all, I shall think higher of rhyme and reason, and very humbly of your heroic people, till Elba becomes a volcano, and sends him out again. I can't think it is all over yet.

"A few days after he had put the finishing hand to the 'Ode to Napoleon Buonaparte,' Lord Byron adopted the most extraordinary resolution that perhaps ever entered into the mind of an author of any celebrity. Annoyed at the tone of disparagement in which his assailants, not content with blackening his moral and social character, now affected to speak of his genius, and somewhat mortified, there is reason to believe, by finding that his own friends dreaded the effects of constant publications on his ultimate fame, he came to the determination, not only to print no more in future, but to purchase back the whole of his past copy-rights, and suppress every line he had ever written. With this view, on the 29th of April, he actually enclosed his publisher a draft for the money. 'For all this,' he said, 'it might be as well to assign some reason: I have none to give, except my own caprice; and I do not consider the circumstance of consequence enough to require explanation.' An appeal, however, from Mr. Murray to his good-nature and consideration, brought in eight-and-forty hours, the following reply: 'If your present note is serious, and it would really be inconvenient, there is an end of the matter: tear my draft, and go on as usual. That I was perfectly serious in wishing to suppress all future publications is true; but certainly, not to interfere with the convenience of others, and more particularly your own.' The following passages in his Diary depict the state of Lord Byron's mind at this period:—Murray has had a letter from his brother bibliophile of Edinburgh, who says 'he is lucky in having such a poet,'—something as if one was a pack-horse, or 'ass, or any thing that is his; or like Mrs. Packwood, who replied to some inquiry after the Odes on Razors, 'Laws, sir, we keeps a poet!' The same illustrious Edinburgh bookseller once sent an order for books, poetry, and cookery, with this agreeable postscript—'The *Harold* and *Cookery* are much wanted.' Such is fate! and, after all, quite as good as any other 'life in others' breath." "Tis much the same to divide purchasers with Hannah Glasse or Hannah More.—March 17th, Rodde the *Quarrels of Authors*, a new work, by that most entertaining and researching writer, D'Israeli. They seem to be an irritable set, and I wish myself well out of it. 'I'll not march through Coventry with them, that's flat.' What the devil had I to do with scribbling? It is too late to inquire, and all regret is useless. But an' it were to do again, I should write again, I suppose. Such is human nature, at least my share of it; though I shall think better of myself if I have sense to stop now. If I have a wife, and that wife has a son, I will bring up mine heir in the most anti-poetical way; make him a lawyer, or a pirate, or any thing! but if he writes, too, I shall be sure he is none of mine, and will cut him off with a bank token. April 19th. I will keep no further journal; and, to prevent me from returning, like a dog, to the vomit of memory, I tear out the remaining leaves of this volume. 'Oh fool! I shall go mad.' These extracts are from the diary of March and April. Before the end of May he had begun the composition of *Lara*, which has been almost universally considered as the continuation of *The Corsair*. This poem was published anonymously in the following August, in the same volume with Mr. Rogers's elegant tale of *Jacqueline*; an unnatural and unintelligible conjunction, which, however, gave rise to some pretty good jokes. 'I believe,' says Lord Byron, in one of his letters, 'I told you of Larry and Jacquy. A friend of mine—at least a friend of his—was reading said Larry and Jacquy in a Brighton coach. A passenger took up the book, and queried as to the author. The proprietor said 'there were two,' to which the answer of the unknown was, 'Ay, ay, a joint concern. I suppose; *summat* like Sternhold and Hopkins.' Is not this excellent? I would not have missed the 'vile comparison' to have escaped being the *Arcades ambo, et cantare pares*."

There are many critical remarks affixed, from most of which we entirely dissent. We quote two or three for that very purpose.

"Lord Byron seems to have taken a whimsical pleasure in disappointing, by his second canto, most of the expectations which he had excited by the first. For, without the resurrection of Sir Ezze-lio, Lara's mysterious vision in his antique hall becomes a mere useless piece of lumber, inapplicable to any intelligible purpose; the character of Medo-

ra, whom we had been satisfied to behold very contentedly domesticated in the Pirate's Island, without inquiring whence or why she had emigrated thither, is, by means of some mysterious relation between her and Sir Ezze-lio, involved in very disagreeable ambiguity; and, further, the highminded and generous Conrad, who had preferred death and torture to life and liberty, if purchased by a nightly murder, is degraded into a vile and cowardly assassin.—[George Ellis.]

"*Lara*, though it has many good passages, is a further proof of the melancholy fact, which is true of all sequels, from the continuation of the *Æneid*, by one of the famous Italian poets of the middle ages, down to *Polly*, a sequel to the *Beggars' Opera*, that 'more last words' may generally be spared, without any great detriment to the world."—[Bishop Heber.]

"*Lara* has some charms which the *Corsair* has not. It is more domestic; it calls forth more sympathies with polished society; it is more intellectual; but much less passionate, less vigorous, and less brilliant; it is sometimes even languid,—at any rate, it is more diffuse.—[Sir E. Brydges.]

"*Lara*, obviously the sequel of the *Corsair*, maintains in general the same tone of deep interest and lofty feeling; though the disappearance of Medora from the scene deprives it of the enchanting sweetness by which its terrors are there redeemed, and makes the hero, on the whole, less captivating.—The character of Lara, too, is rather too laboriously finished; and his nocturnal encounter with the apparition is worked up too ostentatiously. There is infinite beauty in the sketch of the dark Page, and in many of the moral or general reflections which are interspersed with the narrative."—[Jefrey.]

But for criticism commend us to Sir Walter Scott's: there is the exquisite understanding, which points out the beauty it comprehends—the generous appreciation; there is the great poet entering into and enjoying the merit which he "delighteth to honor." We cannot refrain from quoting a part of some eloquent and true observations.

"We are sometimes, he says, tempted to blame the timidity of those poets, who, possessing powers to arrest the admiration of the public, are yet too much afraid of censure to come frequently forward; and thus defraud themselves of their fame, and the public of the delight which they might afford us. Where success has been unexpectedly, and perhaps undeservedly, obtained by the capricious vote of fashion, it may be well for the adventurer to draw his stake and leave the game, as every succeeding hazard will diminish the chance of his rising a winner. But they cater ill for the public, and give indifferent advice for the poet—supposing him possessed of the highest qualities of his art—who do not advise him to labor while the laurel around his brows yet retains its freshness. Sketches from Lord Byron are more valuable than finished pictures from others; nor are we at all sure that any labor which he might bestow in revision, would not rather efface than refine those outlines of striking and powerful originality which they exhibit when flung rough from the hand of the master. No one would have wished to condemn Michael Angelo to work upon a single block of marble until he had satisfied, in every point, the petty criticism of that pope who, neglecting the sublime and magnificent character and attitude of his Moses, descended to blame a wrinkle in the fold of the garment. Should it be urged that, in thus stimulating genius to unsparing exertion, we encourage carelessness and hurry in the youthful candidates for literary distinction, we answer, it is not the learner to whom our remarks apply; they refer to him only who, gifted by nature with the higher power of poetry—an art as difficult as it is enchanting—has made himself master, by application and study, of the mechanical process, and in whom, we believe, frequent exertions upon new works awaken and stimulate that genius, which might be cramped and rendered tame by long and minute attention to finish to the highest possible degree any one of the number. If we look at our poetical Library, we shall find, generally speaking, the most distinguished poets have been the most voluminous; and that those who, like Gray, limited their productions to a few poems, anxiously and sedulously corrected and revised, have given them a stiff and artificial character, which, far from disarming criticism, has rather embittered its violence, while the Aristarch, like Achilles assailing Hector, meditates dealing the mortal wound through some unguarded crevice of the supposed impenetrable armor with which the cautious bard had vainly invested himself."

[FOR THE NEW-YORK AMERICAN.]

Mr. Editor.—At this period of sympathy for all that relates to the name of Sir Walter Scott, the following recollections of a visit paid him in the summer of 1830 may not be altogether without interest. Rescued at the time for the eye of affection at home, it bears the form of a personal narrative which must be my apology for the prominence given to the feelings of the writer, as the sympathy at his loss which alone gives them value, must be to his family should it ever meet their eye, for the liberty involved in their publication.

M.
ROSEY FORD, Durham—one day's ride from Abbotsford.—Dear —: I now resume my pen, which, at Abbotsford I touched not—for it seemed a kind of treachery to our kind and noble host. But you must not lose my recollections. On taking leave of Southey, at the foot of Skiddaw, after a day's ramble, he said to me, "Have you a letter for Sir Walter Scott?" I had not. A letter to his daughter which your mother had received from Mrs. Heber was our only introduction. He replied, "you shall be the bearer of one from me;" and on reaching the house the letter was written and handed to me. It was a sealed one, but judging from the reception it brought us, was kindly, perhaps warmly written. Three days afterwards we stopped at the outer gate of Abbotsford, looking down with somewhat of awe as well as interest on its turrets as they rose above the intervening wood. Unwilling to trespass where I thought we had so little claim, the letter was despatched by a servant in envelope, with a card, and the unwelcome answer returned, "Sir Walter Scott is not at home." We had, however, another chance; we drove on two miles further to Chiefswood, the residence of his daughter, Mrs. Lockhart, to whom our first letter was addressed. On driving up to this lovely retired cottage, two children were playing on the green; one of whom, by his border plaid and chieftain's feather, I suspected to be master Hugh Little John, Sir W.'s favorite grandson; but in this, as I afterwards found, I was mistaken: the pallid countenance of the other ought to have betrayed to me the direction of his deeper sympathies. The same repelling answer "Not at home," here sent us away most unwillingly. The letters however were left, and we drove on to pay a visit where that rebuff at least could not reach us.—I mean the ruins of Melrose Abbey. On approaching them, we met an open barouche returning, in which, with a glance, I recognized the great object of our search, Sir Walter and his family; but I feared to intrude by so unceremonious an introduction, and we passed, taking as we feared our first and last look of the Shakespeare of our age. An hour glided quickly away amid the mouldering ruins. Among some modern monuments at their feet, we met with one erected by Sir Walter to the memory of a faithful domestic; but the ancient memorials were the fullest of poetic associations, and we only regretted our inability to comply with the poets injunction:

If thou wouldst view fair Melrose aright,
Go visit it by pale moonlight.

In the midst of our reveries, we were disturbed by the entrance of a gentleman who advancing rapidly with an air of much courtesy announced himself as Mr. Lockhart,—saying that he had returned upon his steps to overtake us, being the bearer of Sir W. Scott's compliments and Mrs. L.'s, to bring us back to dinner, at which some friends were momentarily expected. The fatigue and disordered dress of a day's drive through dusty roads was a bar to the ladies' acceptance, so that after some doubts and many misgivings the invitation was most unwillingly declined, to which Mr. L. acceded only on condition that I would write him from Edinburgh the day of our return, and take it through Melrose. Upon this we parted. I kept my promise, and a fortnight afterward upon arriving at the inn at Melrose about half past five, P. M., a note was handed me from Mr. Lockhart, saying that Sir Walter and family expected to meet us that day at dinner at Chiefswood. Here was another dilemma; we were tired and dusty, and the dinner hour was come: yet we could not again baulk our good fortune, and a hasty toilet and fresh post horses soon transferred us a second time to the lovely cottage. As we approached we had a glimpse of Sir Walter at the door, but when we drove up he had retired, and Mr. and Mrs. Lockhart alone remained to welcome us. On entering the drawing room, he was standing with his daughter, Miss Scott, leaning somewhat, as I found was his wont, upon his cane. His appearance—but I will not speak of that, for I had no time to

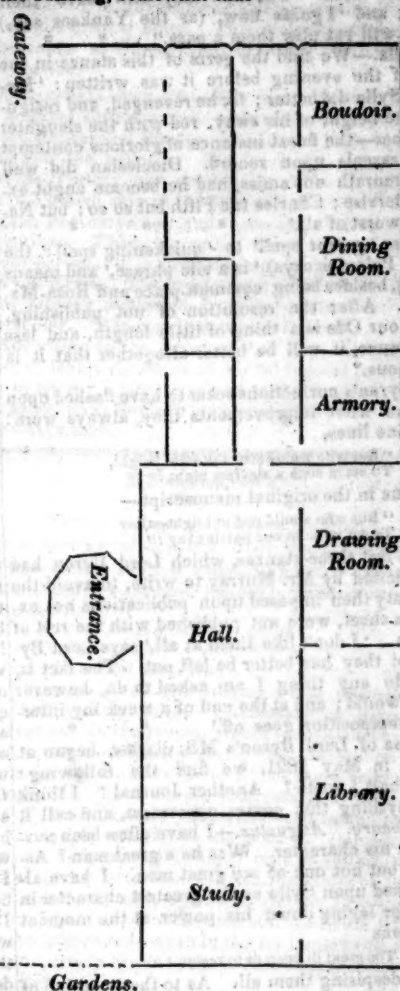
scan it.—All that I saw was the face of the "Great Unknown"—all that I felt was the pressure of that hand which panned the Antiquary and the Lady of the Lake—all that I heard were the mellow accents of that Northern tongue, which now with courtesy and kindness, welcomed me to Scotland. The company was not large, but sufficiently so to afford a plea for laying the table on the green, an arrangement which, however agreeable it may have been in Arcadia, is but a perilous experiment in the latitude of Scotland: besides, the outer air is no place for quiet talk—it is fitted for merriment, but not for intellectual conversation—so that a lowering sky became by common consent an apology for an early return to the drawing room, where music and the song awaited us.

Sir Walter's great delight is in his daughter's harp, and the ballads of the olden time, which she sings with a most winning grace. Thus passed our evening; and on parting for the night, we received and accepted an invitation to Abbotsford; so that, as you may suppose, with gay hearts, we returned to our inn. Now, if you ask me the impression of this day, I must confess, in regard to Sir Walter, it partakes somewhat of disappointment. He was kind and courteous, but did not say much; and when he did speak, I missed somewhat of that precision of thought and power of language, which had so recently charmed me in Southey and Sir James Mackintosh. But further acquaintance has enabled me to see that I was then in the heresy of ignorance. I was bringing to the measurement an inapplicable standard. It was like measuring weight by length—it was requiring in a boundless scene of natural beauty the polish and proportions of a Grecian temple. The next day being Sunday, we attended service at the kirk, occupying Sir Walter Scott's pew, which was very near the pulpit. "How did you like the preacher?" said Sir Walter, when I again met him. "I confess," I replied, "I did not hear a single sentence." "You must not complain," said he; "you have heard as much as any of his hearers for ten years past." This voiceless preacher, as I afterwards found, was the father of the original Dominie Sampson. Had delicacy permitted it, the father would himself have made no bad "study."

On approaching Abbotsford a second time, we passed not, as before, at the gate; but driving down through the rich young woods that embower it, and, passing through an arched and tarretted gateway, found ourselves in a noble court or quadrangle. On our left rose the mansion in its rich and irregular architecture, bearing in some parts the choice remains of an earlier chisel, which Sir Walter has rescued from the contiguous ruins, but generally the result of native genius, working under his eye, and passing rapidly, as he told me, "from the models of art to those of nature." In front a rich and lofty Gothic screen separated the court from the gardens,—happily attaining what Sir Walter said he had almost despaired of doing, "distancing without hiding them,"—while on the right runs an arcade or cloister, embanking the rising ground behind it, and forming a sheltered walk nearly around two sides of the court. On this occasion Sir Walter met us at the door, again welcomed us to Scotland and Abbotsford, and, taking your mother by the hand, led the way to the library. But of that way, I must give a little description.

The entrance is through an octagonal turret, raised but a step from the ground, into a Hall occupying the central front of the building: such a Hall as transports you at once into the regions of Romance, and the days of baronial chivalry. Its walls and ceiling are of dark oak wainscoting. At either end on a raised pedestal, stands forth a mailed knight, with visor down and spear in rest, like sentinels to challenge all who enter—these are formed of complete suits of ancient armour; one of steel, inlaid with gold, the same which was borrowed by the Champion of England at the Coronation of George IV.; it cost Sir W. 1000 guineas. Along the walls hang "shield and spear and partizan," intermixed with horns of the bison and the elk, and the skins of beasts of prey, as if to mark its lord equally ready for the foray or the chase. The windows, too, throw "a rich and storied light," being of stained glass, bearing the armorial escutcheons of the whole clan of Scots, the Laird of Buccleuch, as I think, standing at their head. Around the circuit of the walls, near to the ceiling, run those again of the Border families, richly carved in oak, and underneath them the following legend, in the old Gothic letter—"These be the armour coats of those who, in times of auld, stood up for the Marshes of Scotland: these were men of might and fought stoutly, and God did defend them." From this Hall, you

have access to the other parts of the house, and pass en suite through the following rooms:—Miss Scott's boudoir; the breakfast and dining room; the armoury; the withdrawing room; the library, and lastly Sir Walter Scott's study; which brings you again to the front of the house and end of the building, somewhat thus—



Of these rooms the most splendid is the library, the most interesting I need not add is the study, into which last we entered not but under its master's guidance. The library, with its noble dimensions and costly furniture,—its book-cases and cabinets of odorous cedar,—its ceiling of the same, paneled and carved after the model of Melrose,—its well-filled shelves,—its beautiful oriel window projecting and spreading out over the Tweed,—its curtains of crimson damask with heavy gold fringe,—its varied articles of use, curiosity and luxury,—all combine to make it a most splendid room. Of these articles many are presents. Here for instance stands a massive chair, once a Cardinal's, the carving of which ranks it among the productions of genius: this is from Rome. There, too, hangs an antique lamp, a relic of the majesty of Venice. Here, in a corner, stands Dean Swift's walking cane, and that splendid silver sarcophagus, on its low pedestal, is the gift of the unfortunate Byron. How many associations does even that one awaken? Within it are the bones of ancient heroes—for over their tombs were built the old walls of the Piræus—yet who can name them? The lines inscribed

"Expende Hannibalem," &c.

feelingly convey this lesson,—while the name of Byron, which the donor would not put, but which Scott has added, brings touchingly to mind the danger and the misery of earthly genius unsanctified by religion. The letter accompanying this gift has been purloined from its sacred resting place. When shall such a theft dare to be shown? Sir Walter deeply regrets its loss, for of Byron he often speaks—sometimes with high admiration—always with tender feelings. "Poor Byron," is his familiar appellation, which words, uttered in his deep tones, go to the very heart.

But with all its splendor, the library yields in interest to the room beyond—his private study: for there stand his table and his chair, calling up the visions of his past labors—and there lie his pen and papers, the evidence of his present ones—and there

too his uncorrected yet hasty manuscripts which show from what a rapid fountain his thoughts must have poured forth. That which lies upon the table I dare not read; but from what he says, conclude it is upon the superstitions of the Highlands. Around this room, at the height of about ten feet—for the ceiling is a high one—runs a light gallery which gives access by a private door to his bed room—so that he can at all times command privacy. In addition to cases made from wood that once formed the Heart of Mid-Lothian, filled with books of more frequent reference, the walls of his study are covered with portraits and scenes of Scottish and Border story. Among them those of Claverhouse and the unfortunate Mary seem his especial favorites. This first day we had company at dinner and until near bedtime. His style of living is with considerable state. The buildings are very extensive, and lighted throughout by gas, prepared in one of the remotest parts. Two servants in livery, and his own gentleman in black, are in regular attendance. Of the embarrassments arising from the failure of his publishers, with whom the law adjudged him to be a partner, I here learn but little. The impression given me by Mr. Jeffrey and others in Edinburgh, was that these engagements, amounting originally to near £100,000, were in a great measure liquidated—partly by a heavy policy on his own life of (I understood) 40,000*l.*, and partly by the sale of his subsequent works. But to proceed with my story. Monday, 26th July, shall be marked by us henceforth with a "white stone," as having been spent with Sir Walter Scott alone. Then, indeed, for the first time was I made fully aware of being in the presence of "the mighty master;" for, as with other magicians, the spell increased as the circle narrowed. The truth is, Sir W. Scott is not to be judged of in general society: he never argues, never dogmatizes and never talks learnedly—his head and heart seemed filled with better thoughts and things—an overflowing benevolence, sympathy for all breathing things, an imagination that teems with all images of natural loveliness, feelings that tremble with every touch of natural affection—a memory that so lives in the records of the romantic past, that a metaphysician might well doubt to which century its possessor in truth belonged, and a sweet simplicity and unassumingness of manner that adds the attractiveness of childhood to the words and thoughts of genius—these are the elements of his strength, and when seen in private they are overpowering in their influence—then a book, a portrait or a chance word, unlocks as it were by magic, some hidden fountain—then comes forth at once the splendid train of thought and feeling and imagery, the Border story, the touching Ballad, and the heart rending incident—in the meanwhile his eye lightens up, often suffused with tears, and his voice deepens to a tone that thrills through the nerves like the deep notes of the organ. In this I can liken him to nothing but his own picture of the awakened minstrel—when

The present scene, his future lot,
His toils, his wants, were all forgot.

But in all this, his true-hearted modesty never forsakes him. In all his poetic recollections, which, on such occasions, came swelling like a tide into his mind, I never once heard him repeat a line of his own; and whenever the subject of his poems was alluded to, he avoided it with a simplicity which always left me in doubt whether he understood the allusion. The old adage of "genus irritabile" applies not to him: a sneer is as foreign to his nature as it is to the expression of his countenance; and, as far as words and manners go, he certainly knows not what envy is. Of the race of his contemporaries, there is scarce one of whom we did not speak; and not one of whom he spoke otherwise than with respect and kindness; and what at any time was wanting in praise, was sure to be made up in kindness of manner. On his repeating one evening a sea-song of Allan Cunningham's, beginning, "A wet sheet and a flowing sea," &c. which he did with great power, I expressed my surprise at its beauty, and said, "Does Cunningham often write such?" He replied, "My friend, Allan is like a boy that shoots many arrows at a mark—some of them must hit." Of Coleridge, Wordsworth, and Southey, he spoke often; and his all-powerful memory was ever prompt to bring forth their choicest passages. On mentioning to him Southey's desponding views of political affairs,—"Ah!" said he, little aware how much the past had blinded his own eyes, "Southey is a retired and bookish man." On expressing my agreeable disappointment in Jeffrey's character, whom before personal acquaintance I had regarded as a cold and cynical critic, he replied with warmth, "you never did man more injustice, his

heart is all tenderness"—and of his own family affections you may judge by his warm exclamation when the conversation turned to such themes—"I bless God" said he, "that he has given me good and affectionate children." I may here mention that these are four in number, Walter in the army, Charles in the Foreign Department, Mrs. Lockhart, and Miss Scott. As we sat alone after dinner, I ventured to introduce the subject of his long "In-cognito." He entered into it kindly if not freely. His near friends, he said, always knew it, though not by acknowledgement, while to the direct inquiry of others he felt himself under no obligation to give an answer. "It was not a crime," said he, "of which I was accused, and therefore I was not bound to answer; the secret began in caprice, and was continued perhaps from other motives." Upon my mentioning the name of his brother in Canada as one to whom in America they had often been attributed—he replied with so much feeling that I feared again to mention the name—"Ah! poor Tom," (I think he called him,) "he could have written them, and better; he had great powers, and I often urged him, but in vain, he never wrote me a line." On asking him here the metaphysical question, whether imagination had ever furnished him with materials not traceable to experience, he replied, after a moment's pause, that his characters were always drawn from nature, and many of them individual pictures but slightly altered. "This likeness on one occasion," said he, "betrayed my secret; the original of 'Old-buck' was an old friend of my fathers, whom I well remembered as a boy. It was too faithful a copy not to be known, Mr. — on its publication meeting me, said, as he clasped me on the shoulder, 'Ah, Scott, you wrote that, no one could paint our old friend to the life but you or I.' Upon my mentioning some other wild surmises as to their authorship, after answering them, he concluded with a smile, as if in reference to my pertinacity—"In truth, I find that I have kept the secret so long and so well as now to find some difficulty in proving my own."

On Monday morning, Sir Walter rose as usual about 6 o'clock, awakened, as he regularly is, by his favorite dog, a large stag hound of the ancient breed, given him, as he tells me, by Dandie Dinmont himself. This dog, by the bye, is his constant companion. At meals, he waits behind his master's chair, and not unfrequently puts his paw upon his shoulder, to remind him of his presence; follows him through the day in his drives and walks; doses at his side while he writes; and completes his tour of duty by guarding him while he sleeps,—his bed being a bear-skin couch. At break of day, he again arouses his master with a gentle paw, knowing well, that he has work to do, in which the whole world is interested, and not the least, the canine race, of whose virtues he himself has so often sat as the model. In truth, I look upon this dog with equal respect and kindness, as "part and parcel" of the novelist himself. Until breakfast time, that is, for about two hours, Sir Walter writes, and about an equal time after it, which brings him to 11 o'clock; after which, he calls himself a free man, writing no more that day, unless perchance in the long evenings of winter. On leaving his study this day, he immediately proposed to your sisters a drive through his plantations, of which he is justly proud, and as far as Melrose; to which they, as you may suppose, well pleased, acceded. His morning's dress accords with his simple rural habits: a well-worn green hunting coat, with ample flaps and peckots, a flat cloth cap, and an oft-used whistle pendant from his button-hole, agree well with the large frame and manly figure, though slight stoop, of one whom you might take to be a Scottish laird of high degree, and simple tastes,—of one who was beginning to feel the weight of years, without having lost the taste or enjoyment of the more active sports of youth. In this guise I see him now setting forth in his low-wheeled open barouche, accompanied by your sisters, and followed by his deep-mouthed favorite and two others of minor breed. On visiting the scarcely perceptible ruins of the early Melrose on the heights, he expatiated, they tell me, good humoredly on the taste of the lazy monks, who could prefer the fat lands of the valley to such heart-stirring scenes; and on passing at a little distance a Scotch lassie, knee-deep in the river, fishing, he said (whether in joke or earnest), "There stands my Die Vernon." But I must not debase them of the pleasure of telling of their drive, which they describe as all delightful from his attentive kindness and his unceasing flow of anecdote and ballad, in reference to every spot they visited, or individual of note of whom they chanced to speak.

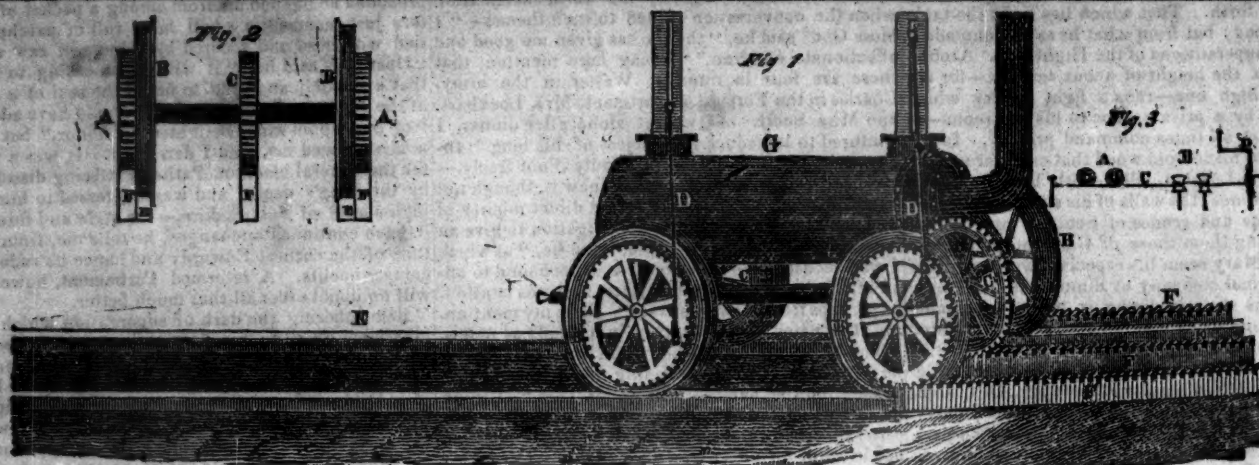
On his return I met him in the library; as he approached he handed me from among a packet of letters just received, a small hard roll of parchment tied with cord and secured by a lump of raw wax. "Open it," said he, "it will be something to tell, that a Republican dared to break the seal of a writ of the King;" "at the orders," I would have added, "of one whom kings delighted to honor," but his modesty awed me, and I dared not. It was a writ for the general election, Parliament being dissolved by the King's death, and was addressed to him as high sheriff of Selkirkshire,—the style and form of it have continued unchanged, he tells me, from the time of the earliest Edward: and hence its rude accompaniments. A reformed Parliament, however, will no doubt order all that much better.

Remembering the dash of superstition which he invariably gives to his fictions, and which always seemed to me to be "ex animo," I took occasion to ask, after several surprising narratives given by him of individuals possessing the power of second sight, whether he had in the course of his life met with any such which could not be rationally explained? He paused some moments before he answered. "I cannot say that I have." Still, however, whether by natural or early association, a lingering respect for such fears, not to say belief in them, often appears in him. And how, indeed, could it be otherwise, with a mind of such preponderating imagination, of which credulity (I mean it in a poetic sense) must be one of its highest elements. That mind must believe in the reality of its own creations, or it could not give them life, and cannot therefore judge harshly the illusions of other men. Of Coleridge, he quoted with applause the answer, "That he had seen too many ghosts to believe in them;" and then, in reference to that wayward writer, said, "He is never ending, still beginning; could he be tied to his chair and to a water diet, he would be the greatest genius living."

One evening as we sat in the library alone, on some mention of a present he had received, he opened a cabinet and brought out a store of them,—rings, seals, snuff-boxes, miniatures, &c., without number,—each had its own little story. On showing us a splendid gold snuff-box presented to him by the King, George IV., with his likeness on the lid, he said, "A princely return for a little book which the King had requested of him." But on one trifle he seemed to set a peculiar value: it was an antique stone ring found in the Highlands of Scotland, believed to be of Carthaginian origin, and commonly called the Adders stone, of which he said there were but three known, whose owners he then enumerated, to each of which by popular superstition rare virtues were attributed, and more especially to drop one from the hand portended some great misfortune to its owner. To guard against such an event, to this one was attached a small silver chain, which was to be slipped over the fingers as a security. He took the precaution, I observed, in his own case, and as your sister received it from him, he said in an apologetic way, as he put the chain on her fingers, "Permit me," before untwisting it from his own hand.

Upon my introducing the subject of the printed editions of his works in America, he spoke of literary property as a literary man cannot but speak, viz. as one of its most sacred forms—and I in turn spoke I was sure the feelings of my countrymen, in saying that in proportion to our admiration of his works, was our regret at the inadequacy of our laws to secure to him his rightful returns. "On one occasion" said he, "after trying in vain to prevent their bribery of some one having access to the Press, in order to remind the publishers in your country, that they were trespassing on others property, I sent to my printer a sheet utterly unsuitable, as the conclusion to one of my novels just publishing—which sheet was immediately cancelled as soon as I had reason to believe the surreptitious copy was sent off." "Now this," said he, "I call a fair trick," "but seriously," he continued, "I think it is but just and becoming that a common language should make common copyright, as is now the case by treaty between the Prussian and Austrian dominions."

As we had just returned from a tour to Loch Katrine, and the abode of the McGregors, with Rob Roy and the Lady of the Lake in our hands, as our most faithful guide books, this was an obvious theme; he entered upon it freely, and when his heart was warmed, it only wanted that I should have had (as Boswell says) "a short hand or a long hand," to have added another tale to those of Old Mortality, or with but slight addition of melody, another cant to the Lady of the Lake. Rob Roy is after all



To the Editor of the American Railroad Journal—

SIR: Will you have the goodness to give the following a place in your valuable paper, viz.—A Description of an Improvement made by RICHARD BERRIAN, of the city of New-York, on the Locomotive Engine, as well as the Rails on the Road. The power gained on the present principle over the former is more than double; it will ascend and descend hills and mountains, on inclined planes, at the most freezing and slippery season of the year; it is secured by safety guards attached to the same; if any thing should give way in going up or down hill, it will stop itself in an instant of time, without injury to either passengers, freight, or cars. On the above principle, thousands and tens of thousands of dollars may be saved, in consequence of not being under the necessity of digging and cutting down hills and rocks, or mountains, to a level: to do which would be a herculean task that very few Companies would be willing to undertake. The power gained on this principle, it must be evident to every discerning mind, is in proportion to the diameter of the small cogged wheels, and the cranks that are on the axle which turn the same. The Locomotive Engine may either run on the double or single cogged Rails; the latter is the most simple, and the expense is more than one half less.—By examining the model minutely the advantages will more fully appear.—By fitting a small cogged wheel on the centre of the axle, cranked at each end, and placing them under the bottom of the Locomotive Engine, to receive the arms of the same, and the small cogged wheel to run in the cogs of a single Rail laid down in the centre of the inclined planes, between the ways for that purpose, and to be propelled by the steam of said Engine.

The subscriber having received a patent from the honorable the Secretary of State, for the above valuable improvement, he now offers his patent right on the above principle for sale, either to companies or to individuals, for the use of any of the Railroads in the United States. A commission of twenty-five per cent. will be allowed to agents throughout the United States, on all sales made agreeable to my wish.

RICHARD BERRIAN.

one of Sir Walter's choicest heroes, he prides himself in showing in his armoury the light short gun of that far-famed Freebooter. On our mentioning the Inn at the Tromacks, "Then," said he, "you saw my friend Stewart (the host), the grandson of that 'Ewan of Briglands,' who paid with his life for his tender heart towards poor Rob Roy, he cut the belt and let him slip, he was my authority for that fact." But details I must reserve for our long winter evenings, if Heaven is pleased to bring us together again; in the meantime, I close my long narrative. On the second day I sent for post horses, fearing to trespass by a longer stay, but Sir Walter countermanded them, saying in his own kind manner "You are not quite well, and I cannot part with you; besides I owe it, for it was all Lockhart's doing with his 'fête champêtre.'" Though the indisposition was but trifling, the kindness was great, and the remembrance of it will be enduring: it has added love to veneration, so that in my future recollections of Sir Walter Scott, the virtues of the man will come to my heart, before his merits as an author. On the third day of our stay at Abbotsford we took leave. Sir Walter returning to your sister, as he parted from her, a little book in which, on a blank leaf, he had written these words

To meet and part is mortals lot,
You've seen us—pray—forget us not;
Such the farewell of Walter Scott.

M.

MARRIAGES.

Tuesday morning, November 29th, by the Rev. Benjamin I. Haight, Eliakim L. Bolles, (of the firm of Maltby & Bolles,) to Mary, eldest daughter of Gideon Tucker, Esq. all of this city.

Tuesday evening, Nov. 30, by the Rev. Dr. Brodhead, Mr. George Finch, to Miss Abigail S. Allen, all of this city.

In the city of Hudson, on the 14th instant, at the residence of Campbell Bushnell, Esq. by the Rev. William B. Thomas, of Duaneburgh, Henry Hogeboom, Esq. Counselor at Law of that city, to Jane Eliza, daughter of James Rivington, Esq. of Poughkeepsie.

In Washington City, on Thursday evening last, by the Rev. Mr. Hawley, the Hon. John G. Walmough, a representative in Congress from the State of Pennsylvania, to Matilda, eldest daughter of Stephen Pleasanton, Auditor of the Treasury.

At Philadelphia, on Tuesday evening, by the Rev. Dr. Delancy, William S. Biddle, Esq. to Elizabeth Keating, daughter of the Hon. Joseph Hopkinson.

DEATHS.

Monday morning at 9 o'clock, Nov. 19th, Mr. Thomas Gibbons, after a few days illness.

Monday morning, Nov. 19th, after a short illness, Mr. John Black, late merchant of this city, in the 63d year of his age.

Wednesday evening, after a lingering illness, John Baker, aged 58 years, formerly of New-Brunswick, N.J.

At Norfolk, on Sunday evening last, Miss Margaret Cary

Warrington, oldest daughter of Commodore Lewis Warrington, in the 14th year of her age.

On Saturday, the 17th inst. Lloyd Saxbury Waddell, in the 31st year of his age.

Monday evening, suddenly, at Brown's Hotel in Washington, the Hon. Philip Doddridge, a Representative in Congress from the State of Virginia, aged about sixty years. In intellectual power, and useful qualities, he has left hardly a superior in the body of which he was a member.

In Frederickburg, on the 6th instant, Lieutenant James G. Boughan, of the United States Navy, in the 37th year of his age.

At New-Orleans, on the 29th Oct., of the prevailing epidemic, Mr. Michael Brooks, a native of Ireland.

At Huntington, L. I. on Tuesday 29th inst. Iantha, daughter of Abner Chichester of this city, in the 14th year of her age.

At New-Orleans, on the 23d July last, Mr. John King Regua, formerly of this city, aged 27 years.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 97 persons during the week ending on Saturday last, Nov. 17, viz.:—30 men, 18 women, 23 boys, and 23 girls—of whom 26 were of the age of 1 year and under, 5 between 1 and 2, 9 between 2 and 6, 4 between 5 and 10, 6 between 10 and 20, 12 between 20 and 30, 11 between 30 and 40, 9 between 40 and 50, 5 between 50 and 60, 4 between 60 and 70, 4 between 70 and 80, and 2 between 80 and 90.

Diseases: Asthma 1, casualty 1, childbed 1, cholera morbus 2, consumption 23, convulsions 6, cramp in the stomach 1, dropsy 2, dropsy in the chest 1, dropsy in the head 2, drowned 1, dysentery 2, epilepsy 1, fever 2, fever, scarlet 1, fever, typhus 2, flux infantile 1, hives or croup 6, inflammation of the bowels 4, inflammation of the brain 1, inflammation of the chest 2, inflammation of the liver 1, inflammation of the stomach 1, intemperance 2, marasmus 2, mortification 1, old age 4, peripneumony 6, pneumonia typhoid 1, small pox 3, stillborn 6, suicide 1, tabes mesenterica 1, unknown 2, worms 3.

ABRAHAM D. STEPHENS, City Inspector.

FALL ARRANGEMENT.

THE PATERSON AND HUDSON RIVER RAILROAD continues in operation from Paterson to Aquackanonk, which is within ten miles of the Ferries at Hoboken and Jersey City, and until further notice, a passenger Car will depart from the Depot at these places daily, (Sundays excepted) at the following times:—

FROM PATERSON.		FROM AQUACKANONK.	
At	8 o'clock, A.M.	At	half past 10 o'clock, A.M.
10	do	1	do
12	do	half past 3	do
3	do	6	do
half past 4	do	half past 6	do
		as soon as the last stage arrives there from N.York.	
ON SUNDAYS.			
At	8 o'clock, A.M.	At	9 o'clock, A.M.
half past 9	do	10	do
half past 12	do	2	do
half past 4	do	half past 5	do

Families of twenty or more persons can be accommodated at either of the above hours with a private Car.

These villages have become remarkably healthy, and persons who wish to avail themselves of this rapid, delightful and safe mode of travelling, will now have a favorable opportunity afforded to them.

Distance 4½ miles, average passage 23 minutes.

Fare 18 pence—Children under 12 years half price.

By order.

E. B. D. OGDEN, Sec'y.

THE NEW-YORK FARMER AND HORTICULTURAL REPOSITORY is now published at the office of the Railroad Journal, by the present Proprietor.

The *Farmer and Repository* is a monthly publication of 32 quarto pages, on beautiful paper, devoted to Agriculture, Horticulture, &c. It has heretofore been published by Mr. Samuel Fleet, but hereafter, it will be published by the present proprietor, who pledges himself to make it equal to any other agricultural paper published in this country. On the first of January next, it will be enlarged to the size of this Journal, and printed on new type—when a small portion of its columns will be devoted to the subject of *Making and Repairing Roads upon the M'Adam system*, and to *Steam Carriages for Common Roads* with occasional engravings.

The terms are *Three Dollars per annum, in advance*. A specimen number, as it is to be published after the close of the present volume, will be published in a few days.

Persons subscribing for the ensuing volume previous to the *tenth of December*, and paying in advance, will be furnished with the November and December numbers of the present volume without charge.

* * If any person should prefer to have it semi-monthly instead of monthly, it will be sent to them in numbers of 16 pages each, but the monthly form, with a cover of colored paper, will be continued to those who prefer it.

TREES, GRAPE VINES, &c.

MRS. PARMENTIER, at the Horticultural Botanic Garden, Brooklyn, two miles from city of New-York, offers for sale a choice collection of Pear, Apple, Peach, Plum, Cherry, Quince Trees, &c.

Grape Vines, Ornamental Trees & Shrubs, Green-House and Herbaceous Plants.

Also, the *Morus Multicaulis*, or true Chinese Mulberry, of which any quantity, not exceeding ten thousand, can be furnished.

N16 2nd 3w

TOWNSEND & DUFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jarvis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer, Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County, Pennsylvania.

Falmouth, Wayne County, New-York, 1st mo. 23d, 1833.

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